

# GRAIN DEALERS JOURNAL

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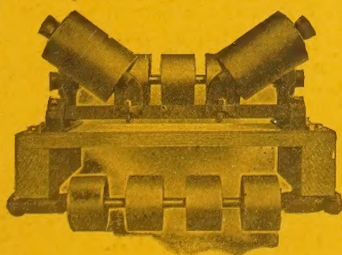
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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## AMARILLO, TEX.

Early Grain & Elev. Co., whol. grain, hay, seed.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.  
Corn Belt Grain Co., grain and mill feed.  
Washer Grain Co., S. R., receivers and shippers.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.\*

## BALTIMORE, MD.

Chamber of Commerce Members.  
Baltimore Commission Co., grain commission.  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers and expts.\*  
Frame, Knight & Co., commission merchants.  
Gill & Fisher, receivers and shippers of grain.  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.  
Jones & Co., H. C., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, grain receivers.\*  
Steen & Bro., E., hay and grain.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain feed shippers.

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Slick & Co., L. E., buyers and shippers.

## BOSTON, MASS.

Chamber of Commerce Members.  
Benzaguin, Matthew D., grain brokerage, com'n.\*  
McLean-Alpine Co., The, hay and grain.  
Ranlet Co., The D. W., grain and mill feed.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

## BUFFALO, N. Y.

Corn Exchange Members.  
Alder-Stofer Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.  
Churchill Grain & Seed Co., buyers, shippers.\*  
Eastern Grain Co., grain commission.\*  
Electric Elevts. & Mfg. Co., recvrs. and shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.  
Pratt & Co., grain commission.\*  
Ratcliffe, S. M., consignments solicited.  
Spann Grain Co., O. G., gn. com., bar'y a spec'ty.  
Townsend-Ward Co., grain commission.\*  
Whitney-Eckstein Seed Co., seeds.

## BUSHNELL, ILL.

Cole, G. W., grain broker.

## CAIRO, ILL.

Board of Trade Members.  
Antrim & Co., H. S., receivers and shippers.\*  
Halliday Elevator Co., corn, oats.\*  
Halliday Mfg. Co., H. L., soft, red winter wheat.  
Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CELINA, O.

Palmer-Miller Gr. Co., track buyers of grain.

## CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

## CHAMPAIGN, ILL.

Baldwin & Co., H. L., grain brokers.  
Edwards, A. H., grain broker.

## CHICAGO, ILL.

Board of Trade Members.  
Anderson & Co., W. P., receivers and shippers.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commiss'n merchants.\*  
Barrall & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Colvin & Co., Wm. H., grain brokers.  
Crighton & Lasker, grain commission.\*  
Cummings Grain Co., R. F., grain merchants.  
Delany, Frank J., commission merchant.  
Dickinson Co., The Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Fitch & Co., Walter, W. K. Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Holt & Co., Lowell, commission, grain and seeds.

## CHICAGO—Continued.

Hooper Grain Co., receivers, shippers.\*  
Kempner Co., Adolph, grain consignments.  
Lambson Bros. & Co., consignments solicited.\*  
Mann, G. S., seed bkr., field seeds, poultry grain.  
McKenna & Rodgers, commission merchants.\*  
Merrill & Lyon, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Nash-Wright Grain Co., grain, prov., seeds.  
Nye & Jenks Gr. Co., commission merchants.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
Re Qua Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., receivers and shippers.  
Runsey & Company, grain commission.\*  
Sawyer Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Updike Commission Co., grain commission.\*  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain, seeds.  
Weil & Co., Joseph, grain provisions, cotton.  
Wilson & Co., B. S., grain commission.

## CINCINNATI, O.

Chamber of Commerce Members.  
Allen & Munson, grain, hay, flour.\*  
Bender, A., grain, brokerage & Com'n.  
Blumenthal, Max, grain, barley a specialty.  
Brown & Co., W. L., consignments.  
Cincinnati Grain Co., commission merchants.  
Ellis & Fleming, grain and hay.\*  
Gale Bros. Co., grain, hay, feed.\*  
Stafford, J. R., grain and hay.  
Union Gr. & Hay Co., grain buyers and commiss'n.

## CLARKSBURG, W. VA.

Willis, W. W., broker, grain, hay, straw, millfeed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. L., grain and millfeed.\*  
Bennett, W. A., receivers grain, hay & millfeed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., receivers and shippers.  
Sheets Bros' Eltr. Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain, hay and straw.  
Star Eltr. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay and straw.

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Morton Grain & Hay Co., grain, hay & feed.

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain seeds.\*

## CROWLEY, LA.

Lawrence Bros. Co., Ltd., grain, seed and feed.

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. L., grain brokers.  
Hight Grain Co., grain brokers.  
Smith & Co., F. P., grain brokers & commission.

## DENVER, COLO.

Board of Trade Members.  
Ady & Crowe Mercantile Co., grain, hay.\*  
Best & Co., J. D., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.  
Thompson Merc. Co., W. F., hay and grain.

## DES MOINES, IA.

Harper & Ward, grain merchants.\*  
Lockwood Grain Co., B. A., grain & millfeeds.

## DETROIT, MICH.

Board of Trade Members.  
Dumont, Roberts & Co., receivers, shippers.\*  
Ellair, Huston & Co., recvrs. & shprs., gr. & hay.  
Hart Grain Co., recvrs. & shippers, grain, beans.  
Hobart & Son, H. M., grain, hay and millfeeds.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Simmons & Co., F. J., grain recvrs. & shippers.\*

## EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

## EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

## FORT WAYNE, IND.

Egley-Doan Eltr. Co., grain, hay and seeds.

## FORT WORTH, TEX.

Board of Trade Members.  
Fort Worth Elevator Co., grain and storage.  
Kolp, E. R. & D. C., grain and seed dealers.\*  
Terminal Grain Co., receivers, shippers.  
Werner Wilkens Grain Co., receivers & shippers.

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

## GALVESTON, TEX.

Board of Trade Members.  
Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr., facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Gr. Co., grain, feed, hay.

## INDIANAPOLIS, IND.

Board of Trade Members.  
Bassett Grain Co., grain merchants.\*  
Boyd, Bert A., Indianapolis commission man.\*  
Capitol Grain Co., grain commission.  
Jordan & Montgomery Co., wholesale grain.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Merchants Hay & Grain Co., hay and grain.  
Minor, B. B., grain consignments solicited.  
Stebbins Grain Co., commission & brokerage.  
Witt, Frank A., grain commission and brokerage.

## JACKSON, MICH.

Sheldon, Willis E., track buyer of grain.\*  
Stockbridge Elevator Co., grain, beans, hay.\*

## KANSAS CITY, MO.

Board of Trade Members.  
Beach Grain Co., grain commission.  
Benton Grain Co., screenings and seeds.  
Christopher & Co., B. C., commission & kafir corn.  
Clay Grain Co., F. B., grain commission.  
Croysdale Grain Co., grain commission.  
Hoebel Grain Co., grain commission.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Com. Co., E. D., grain commission.\*  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Gregg Grain Co., Mason, commission merchants.  
Hinds & Lint Grain Co., receivers, shippers.  
Houston Carpenter Gr. Co., cash & futures, grain.  
Logan Bros. Grain Co., grain commission.  
Mammoth Milling Co., grain, flour, feed.  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Murphy Grain Co., strictly commission.\*  
Nicholson Gr. Co., W. S., grain commission.  
Norris Grain Co., grain merchants and exporters.  
Roehen-Cary Grain Co., grain, flour, millfeed.\*  
Russell-Grain Co., hay our specialty.  
Smith-Mann Gr. Co., consignments & futures.  
Steele & Co., H. H., grain and seeds.\*  
Terminal Elevators, receivers, shippers.  
Thresher Fuller Grain Co., grain commission.\*  
Tomlin Grain Co.  
Vanderslice-Lynds Co., grain commission.  
Wright Com. Co., A. D., grain consignments.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

## LIMA, OHIO.

Ward Grain Co., track buyers & brokers, grain.

## LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.  
Hayes Grain & Com. Co., grain, hay, millfeeds.

## LOUISVILLE, KY.

Board of Trade Members.  
Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandeis & Son, A., recvrs. & shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Menefee & Co., R. H., grain and hay.  
Schuff & Co., A. C., grain & hay.  
Thomson & Co., W. A., corn, oats & rye.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

### MEMPHIS, TENN.

#### Merchants Exchange Members.

Burton, E. E., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Jones & Rogers, grain dealers.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., grain, hay and millfeed broker.

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLE POINT, OHIO.

Pollock, H. G., track buyer of grain, hay, straw.

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Bartlett & Son Co., L., grain commission.  
Courtene, S. G., field seeds.  
Ellsworth, B. G., grain consignments.  
Fagg & Taylor, grain merchants.\*  
Franklin Grain Co., grain and feed.  
Hadden Co., E. G., grain commission mchts.\*  
Johnstone & Templeton, grain commission.  
Kamm & Co., P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Mereness & Potter Co., grain commission.\*  
Morris-Parry Grain Co., Grain Dealers.  
Owen & Co., O. C., grain commission merchants.  
Owen & Brother Co., grain commission.  
Rankin & Co., M. G., shippers, corn, oats, barley.  
Rialto Elevtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.  
Wissbeck-Grunwald Co., grain and feed.

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Anchor Grain Co., grain commission.  
Benson-Newhouse-Stabeck Co., grain commission.  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Dalrymple, Wm., grain commission, receiver.  
Fraser-Smith Co., grain commission.  
Gee Grain Co., G. B., grain consignments.  
Gatchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
International Grain Co., grain consignments.  
Johnson & Olson Grain Co., grain commission.  
Marfield Grain Co., grain commission.  
McCaull Dinsmore Co., consignments solicited.\*  
McDonald & Wyman, grain commission.  
Minneapolis Seed Co., field seeds.  
Minnesota Grain Co., rain commission.  
Poehler Company, H., grain commission.\*  
Quinn Shepherdson Co., grain commission.  
Ray Grain Co., grain commission.  
Rihelhardt Co., J. H., grain com's'n merchants.\*  
Stair, Christensen & Timmerman, grain commission.  
Stinson-Tenney Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.  
Wernli-Anderson Co., grain commission.  
Wyman & Co., C. C., grain commission.  
Zimmerman, Otto A., barley specialist.

### MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

### NASHVILLE, TENN.

#### Grain Exchange Members.

Hughes Warehouse & Elevtr. Co., grain.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

### NEW ORLEANS, LA.

#### Board of Trade Members.

Benedict Com.Co.,Ltd,recvrs,shpr,exptrs hay & gr.

### NEW YORK CITY.

#### Produce Exchange Members.

Cushing & Brandt, grain commission, buyers.\*  
Forbell & Co., L. W., grain commission.  
Robinson, G. B., Jr., grain and millfeeds.

### NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.  
Le Grand & Burton, grain and hay brokers.\*

### NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

### OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds, alfalfa meal.  
Kammerdiener, Frank, wholesale grain & feed.  
Kolp, E. R. & D. C., grain and seed dealers.  
Perkins Grain Co., W. L., grain and seed dealers.  
Oklahoma Export Co., grain, feed and hay.  
Sample Gr. & Feed Co., C. Y., grain & feed.

### OMAHA, NEB.

#### Grain Exchange Members.

Beal-Vincent Grain Co., receivers, shippers.\*  
Cavers Elevator Co., receivers and shippers.\*  
Crowell Elevator Co., recvrs, shippers.\*  
Holmquist Elevtr. Co., receivers and shippers.  
Huntley, E. B., broker.  
Hynes Grain Co., receivers and shippers of grain.  
Imperial Mig. Co., grain consignments.  
McCaull-Dinsmore Co., grain.  
Merriam Commission Co., consignments.  
Missouri Valley Elevtr. Co., grain merchants.  
Nebraska-Iowa Gr. Co., consignments a specialty.\*  
Omaha Ele vtr Co., receivers, shippers.\*  
Roberts Gr. Co., Geo. A., grain dealers.  
Saunders-Westrand Co., shippers of grain.  
Taylor Grain Co., receivers and shippers.\*  
Thresher, E. R., grain broker.  
United Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.  
Welsh Grain Co., grain and hay commission.

### PEORIA, ILL.

#### Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.  
Buckley, Pursey & Co., grain and seeds.\*  
Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Baringer, M. F., grain and millfeed.\*  
Brazer, W. P., Mgr. Finley Barrell & Co.  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Rogers & Co., E. L., grain, hay.\*  
Standard Hay & Grain Co., grain, hay & straw.  
Stites, A., Judson, grain and millfeed.

### PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.\*

### PITTSBURG, PA.

#### Members Grain and Flour Exchange.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geidel & Dickson, grain and hay.  
Hardman & Heck, grain, hay and millfeed.  
Heck & Co., W. F., grain, hay and millfeed.  
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Stewart, D. G., & Geidel, grain, hay and feed.  
Walton Co., Sam'l, grain and hay.

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

### RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Bragg, W. G., commission, grain, hay, millfeed.  
Fairbank & Co., S. G., grain, hay, seeds.  
Southern Brokerage Co., grain, hay, feeds & seeds.

### SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

### SAN ANTONIO, TEXAS.

Lupton Gr. Co., R., whol. grain & cottonseed pdts.

### SIOUX CITY, IOWA.

Board of Trade Members.  
Fields & Slaughter Co., grain, hay and feed.  
Iowa-Dakota Gr. Co., grain & com. merchants.

### SIOUX FALLS, S. D.

Golden West Grain Co., receivers & shippers.

### ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dir. and broker.\*

### ST. LOUIS, MO.

#### Merchants Exchange Members.

Adams Com. Co., Geo. A., grain merchants.  
Connor Bros. & Co., grain.\*  
Eaton McClellan Com. Co., grain and hay.  
Elmore Schultz Gr. Co., rcvrs, & shprs, grain.  
Goffe & Carkner Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Kennedy Grain Co., receivers, shippers.  
Langenberg Bros. & Co., grain and hay.  
Morton & Co., grain, hay and seeds.  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Pendleton Grain Co., grain merchants.  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Toberman, Mackey & Co., consignments solicited.

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, O.

#### Produce Exchange Members.

DeVore & Co., H. W., grain and seeds.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
Rundell Co., W. A., grain and seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
Wickenhiser & Co., John, rcvrs, & shpr, of gr.  
Zahm & Co., J. F., grain, seeds.\*

### TOPEKA, KAN.

Bennett Com. Co., A. H., grain merchants.  
Hoyt-Blanchard Grain Co., wholesale grain.  
Jolley Grain Co., grain merchants.  
Norton Grain Co., milling wheat a specialty.  
Topeka Gr. & Elevtr. Co., receivers & shippers.

### TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

### TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

### WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.  
Craig, J. V., hay and grain broker.\*

### WICHITA, KANS.

#### Board of Trade Members.

Baldwin-Barr Gr. Co., receivers & shippers.  
Craig Gr. Co., J. W., grain consignments.  
Harold-Harrod Co., receivers & shippers.  
Independent Grain Co., grain commission.  
Keith Gr. Co., N. H., brokers & commission.  
Kelly Bros. Gr. Co., commission & brokerage.  
Kelly, Edward, wholesale grain & commission.  
Woodside-Smith Gr. Co., receivers & shippers.

### WINFIELD, KANS.

Daves & Daves Grain Co., grain, hay & millfeed.  
Hayes & Co., John, wholesale grain and hay.  
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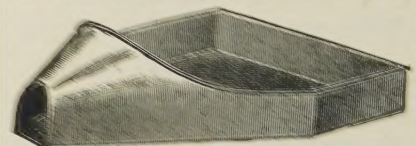
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 It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two  
 colors on 175-pound Manila stock. It is reinforced at back with silk cloth.  
 Marginal index for quickly finding table wanted.  
 All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks.  
 The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs.  
 Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax  
 Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3  
 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.  
 Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is  
 1 to 30¢ cents in ½ cent rises. Price postpaid 50 cents.

**Grain Dealers Journal**

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Form 10 is a duplicating contract book,  
 containing 100 original and 100 duplicate con-  
 tracts for contracting the purchase of grain  
 from farmers; originals and duplicates are  
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 sheet of carbon paper between the original  
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**GRAIN DEALERS JOURNAL**

315 S. La Salle Street

Chicago, Ill.



MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

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# A REMINDER

## New Crops

Have ALREADY begun to  
**MOVE**

If you haven't as yet favored us with a  
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## NOW

*Results**Assured*

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*Grain Merchants*

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## MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS



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This “satisfactorily successful service system” is the effort of a long, strong and well-linked chain of grain business experience and knowledge pulling for your continued satisfaction. Each member striving to have his department continuously render utmost efficiency—and all co-operating to render utmost service in the execution of your interests.

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Give us a trial. Option orders  
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We never buy—handle on Consignment only

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Can handle your Consignments at St. Louis  
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Shippers of Corn and Oats  
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None are more able to give you this than we.

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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.  
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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

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for one moment. Are you in need of

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Write to

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Will handle your accounts on usual brokerage terms.

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Wire me your offerings on Grain, Hay, Straw and Mill Feeds. Straight and mixed car lots. Correspondence Solicited.  
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Consign your Hay and Grain to  
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Facilities Unsurpassed **NEW ORLEANS, LA.**

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We Buy Grain for All Markets.  
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We want to hear from shippers of  
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We buy all kinds of sample Wheat and Barley—also Malt Sprouts, Kaffir Corn, etc.

Correspond with us. Think it will pay you.

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Dried Beet Pulp. "Hector" Distillers Grain. Mill Feed

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Write or Wire for Prices. **SIOUX CITY, IA.**

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Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14 $\frac{1}{2}$  inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

ORDER FORM 42 contains 68 pages, bound in art canvas covers with spaces for registering 17,000 cars. Price, \$2.50.

**GRAIN DEALERS JOURNAL,**

**La Salle St., Chicago, Ill.**

## Receiving and Stock Book

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The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

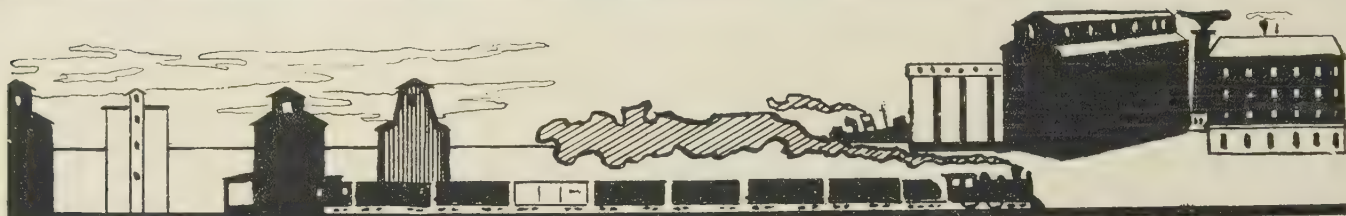
**GRAIN DEALERS JOURNAL**

La Salle St.

Chicago, Ill.



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You are in the grain business—  
 So are we,  
 You consign—we handle consignments,  
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The stub is signed by the farmer certifying that he has sold.....bushels of.....at.....per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x44". If you contract for grain you cannot afford to be without these blanks.

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regular country shippers  
 to become familiar with  
 your firm name, place  
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## CLARK'S Car Load Grain Tables

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels. Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black. PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index Price, delivered, \$2.50.

**GRAIN DEALERS JOURNAL** 315 So. La Salle St., CHICAGO ILLINOIS

### Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels.....pounds, Price, Dollars and Fees.

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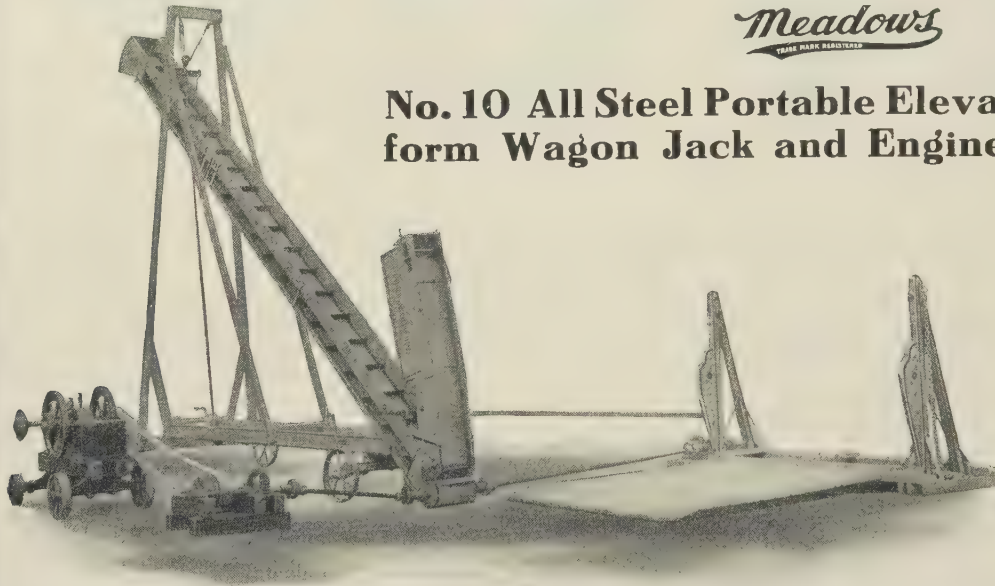


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TRADE MARK REGISTERED

## All Steel Portable Grain Elevators

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### No. 10 All Steel Portable Elevator With Platform Wagon Jack and Engine Speed Jack



All outfits are equipped with a strong malleable hinge or coupling. Elevator can be taken apart in a minute's time by removing four small bolts. Both elevator and derrick fold, making outfit very easy to move. Lower elevator section

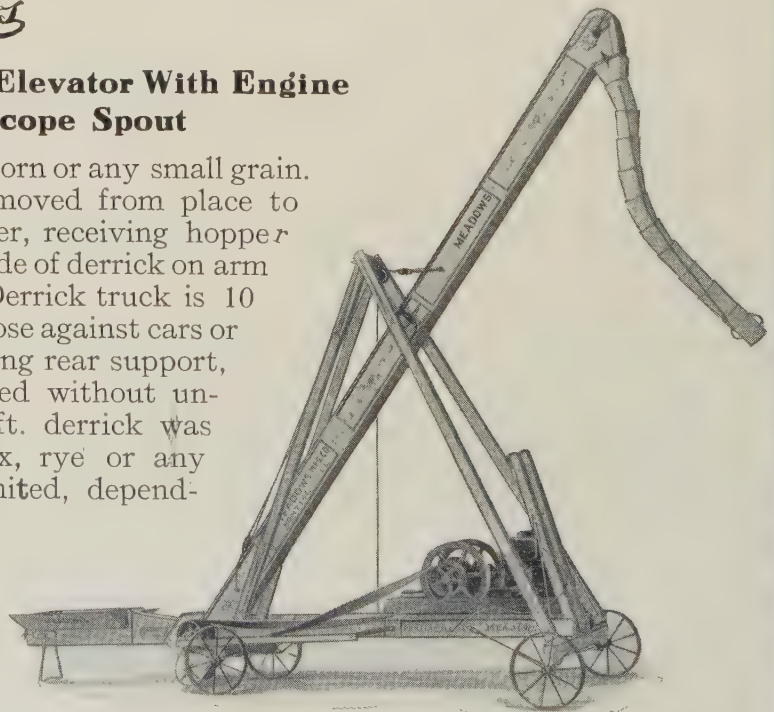
is perforated so that shelled corn is separated from ear corn and delivered to bin at side of elevator; openings can be closed when elevating small grain. The same power that elevates the grain raises the wagon. The all steel construction of elevator is a point worthy of consideration as steel will last much longer than wood. This outfit handles ear corn and small grain.

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Write at once for catalog completely illustrating and describing our full line of Portable and Stationary Grain Elevators. We have got the kind of elevators and equipment that you want.



**THE MEADOWS MFG. CO., - Pontiac, Illinois**

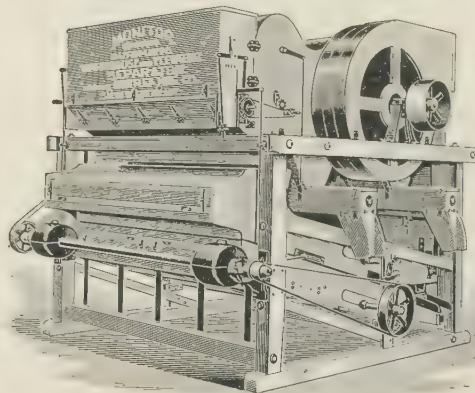


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## The Receiving Cleaner That Is Automatic

IMITATED BUT NOT EQUALLED  
ITS BEST, VITAL FEATURES PATENTED

Your grain is cleaner  
and still,—  
your shrinkage loss is greatly reduced.



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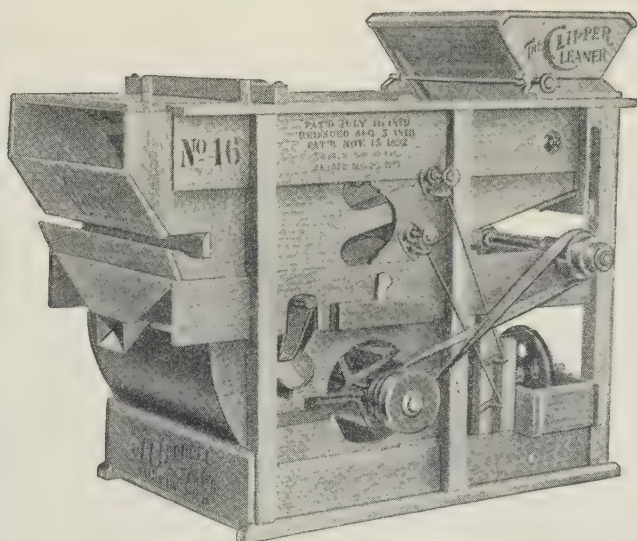
THE LEAST IN  
POWER TO OPERATE

Nowhere is there a grain cleaner adaptable for receiving cleaning of grain of all kinds which will clean so closely with so little shrinkage loss. Nothing like it made—its several patented features protect us from its many imitations. A machine that delivers scientifically accurate air and screen work—continuous, automatic operation. The lightest running, most compact and most durable specimen of hard service, high class cleaning machinery yet devised.

BALL BEARINGS  
OR  
CHAIN OILER  
OR  
RING OILER  
BEARINGS

HUNTLEY MFG. CO., Silver Creek, N. Y.

## The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

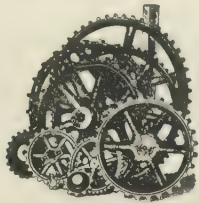
*This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.*

A. T. FERRELL & CO.

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**SPROCKET WHEELS**  
Plain, Split or with Clutches



By comparison the best. Full line of  
WAGON, HOPPER AND DUMP SCALES



**PULLEYS**  
Cast Iron, Steel, Rim, Wood  
Split, Friction Clutch



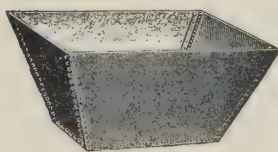
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All kinds



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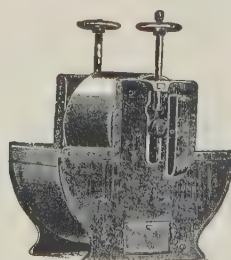
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**SPROCKET CHAIN**  
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**CAST IRON BOOTS**  
Adjustable. All sizes.



**LOADING SPOUTS**  
Best material. Made in any size.

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Grain Elevator Machinery and Supplies

## LOWEST PRICES

SHEAVE WHEELS  
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MAN LIFTS, ETC.

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Automatic Scales Before Buying. We  
Will Save You Money.

SPECIAL PRICES ON COMPLETE  
ELEVATOR EQUIPMENT.

Can we favor you with a copy of our Handy  
Net Price Catalog?

## Everything in the Elevator

CAN BE HAD FROM THE

# American Supply Co.

OMAHA NEB.



**THE AMERICAN FREIGHT AUDIT & STORAGE CO.**  
INCORPORATED

Rooms 57-8, 39 West Adams Street

Tel. Harrison 8319

CHICAGO June 25, 1912.

To The Grain Trade.

Gentlemen: Owing to the great increase in our grain business, we have established a department for the handling of grain claims under special management, experienced in terminal and traffic conditions affecting grain shipments.

Our facilities for handling grain claims are complete, and we can secure for you, prompt settlement of any legal claim for loss, damage or freight overcharge.

An elaborate investigation recently completed by this company in Western territory, disclosed evidence of vast sums due grain shippers, covering the past five years. We would like an opportunity to check up your business with common carriers, there being no expense to you, unless we can effect payment of claims.

The methods of this company are clean, square and above board and will bear the closest scrutiny. Send us your card and we will mail you a proposition which you can examine at your leisure. No matter how large or small your business, we want it.

Since,ly yours,

THE AMERICAN FREIGHT AUDIT & STORAGE CO.

*W. M. Webb*

Manager.

**J-M Fireproof  
Cold Water Paint**

is an excellent light reflector and therefore reduces lighting bills as much as 25%. Makes surroundings light and cheerful, thereby increasing employees' productivity from 10 to 40%.

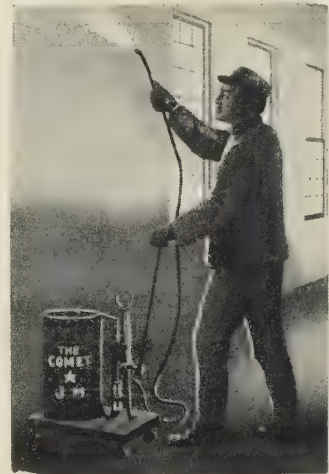
It is mixed with water. Can be applied for one-sixth the cost of oil paint.

Approved by the Fire Underwriters as a most effective fire retardant.

Easy to apply. Odorless and sanitary.

White, black and 22 colors.

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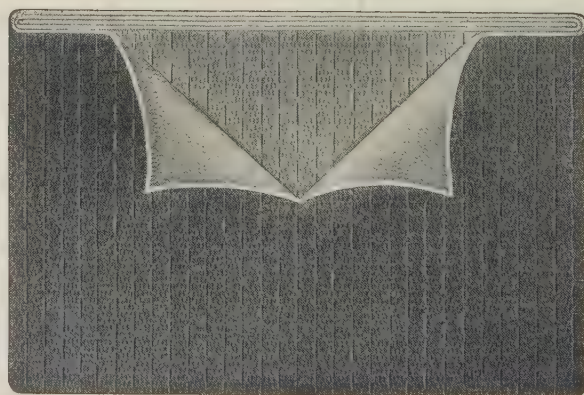
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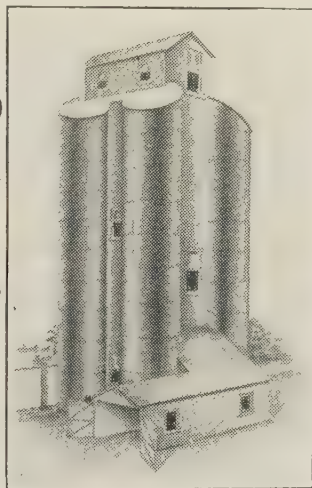
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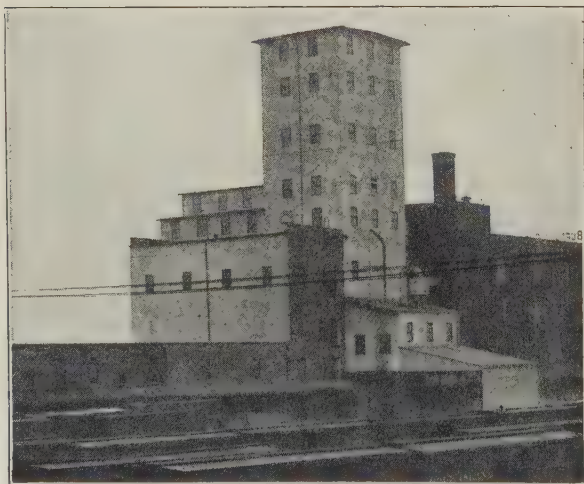
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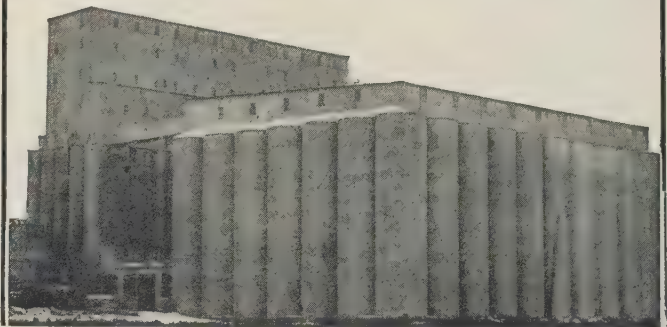
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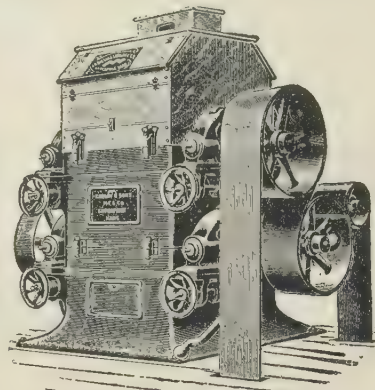
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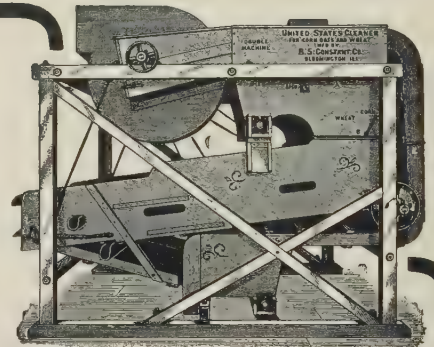
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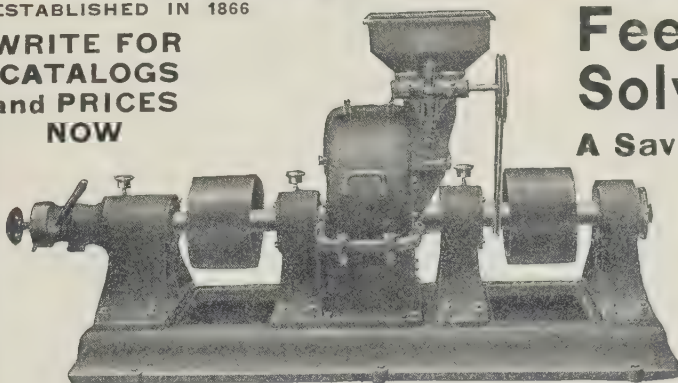
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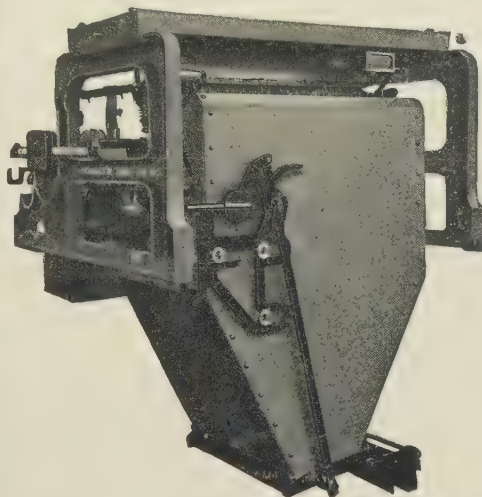
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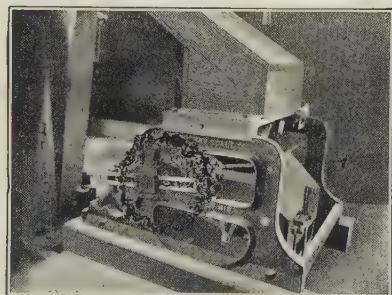
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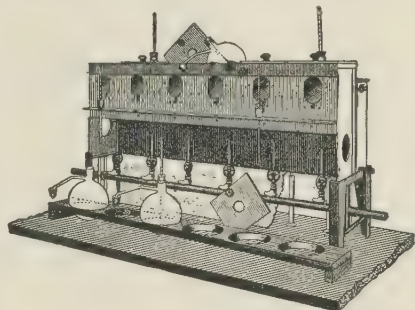
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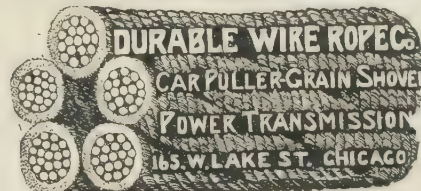
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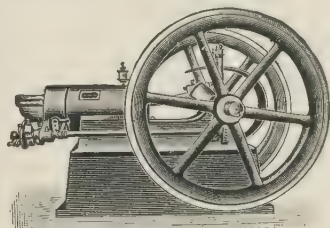
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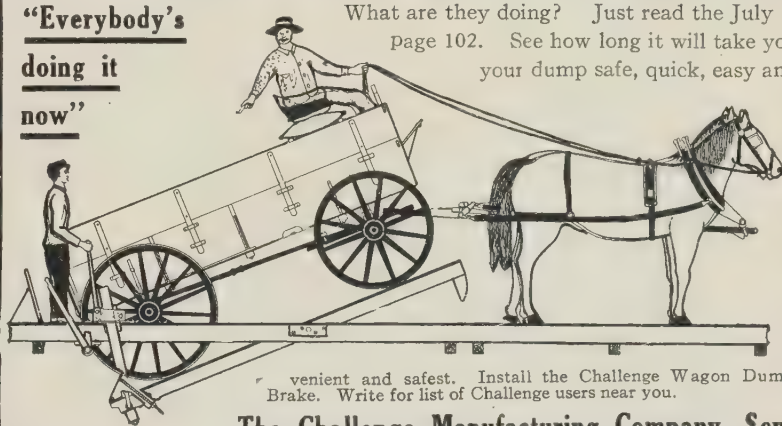
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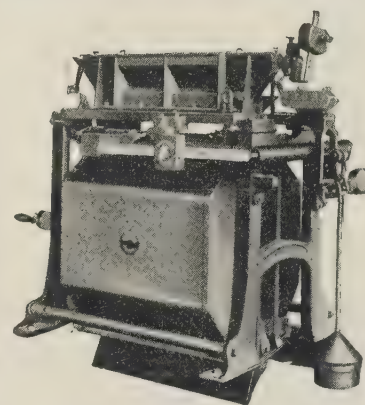
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This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record.

ORDER FORM 411. PRICE \$1.25.

GRAIN DEALERS JOURNAL,

La Salle Street, CHICAGO, ILL.



## Fairbanks Automatic Scales

The most efficient automatic weighing machine on the market.

Send for new catalog No. 550 QH explaining why.

Fairbanks, Morse & Co.

Wabash Ave. & Eldridge Pl., Chicago, Ill.

Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Windmills, Feed Grinders.





**MILWAUKEE BAG CO., Milwaukee, Wis.**

## CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.



**MILWAUKEE BAG CO., Milwaukee, Wis.**

## FULFILLS ALL CLAIMS

with all kinds and conditions of grain

MAROA MFG. CO., Maroa, Ill.

Bishop, Ill., 4-16-12.

Gentlemen:—Enclosed find draft in full for the Boss Car Loader. I have thoroughly tried it in all kinds and conditions of grain and it does all you claim for it. Yours truly,

John H. Bishop.

### The Boss Car Loader

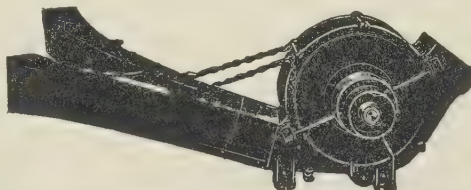
is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

**MAROA MFG. COMPANY**

Dept. 3.

MA ROA, ILL.



## THE K-C CAR LOADER

The Loader that saves its price on every car

¶ Saves pocketing of dust and dirt and lower grades of grains right in front of car door.

¶ Will grade your grain from one to two points higher on account of even distribution.

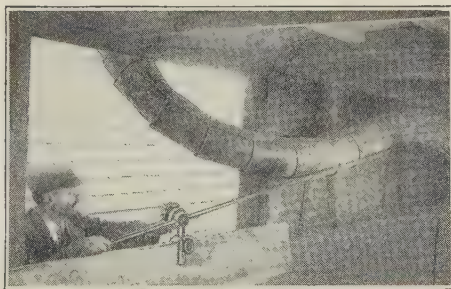
¶ Money refunded if Loader is not satisfactory after loading three cars.

¶ Send for name of nearest user or write A. A. Lee, Hatton, N. D., or B. F. Stone, Stillwater, or Capital National Bank, St. Paul, for references.

Fully Guaranteed—Have Good Proposition for Agents

**K-C CAR LOADER CO.**

214-18 American National Bank Bldg.  
ST. PAUL, MINN.



If you are really anxious to learn the true merits and economical service of a

## Combined Grain Cleaner and Pneumatic Car Loader

become acquainted with any user. We will gladly send list.

**Why you should install the MATTOON—**

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

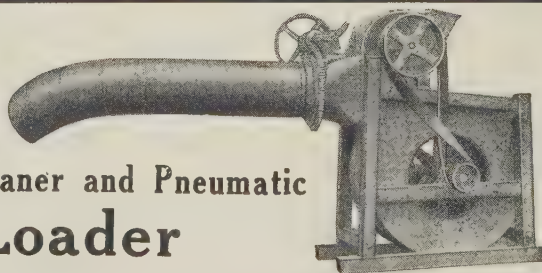
Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

**MATTOON GRAIN CONVEYER CO., Mattoon, Ill.**

"Loads Grain, Malt or Sand"



## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

GRAIN DEALERS JOURNAL,

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## CYCLONE BLOW PIPE CO

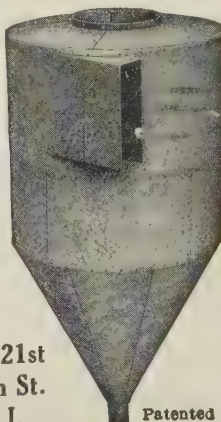
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

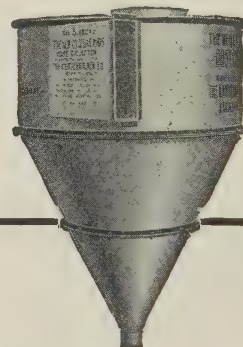
Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

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St., cor. Morgan St.  
CHICAGO, ILL



Patented



## Saves Half the Power

BECAUSE

There is No-Back-Pressure

## The New "1905" Cyclone Dust Collector

Write for Catalog  
on Dust Collectors

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Jackson, Mich.

## Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

**The Practical Gas Engineer**, by E. W. Longenecker, M. D., Price, \$1.00.

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**Plain Gas Engine Sense**, by E. L. Osborne, Price, \$1.00.

For any of the above address,

**Grain & Dealers Journal**

La Salle Street, - Chicago, Illinois



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GRAIN FEEDERS CAR LOADERS  
OVERHEAD DUMPS MAN LIFTS  
for continued satisfaction  
**PEERLESS FEEDER CO.**  
RHINEHART SMITH, Mgr.  
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OHIO REPT. FOR UNION IRON WORKS

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Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS  
POWER ELEVATORS  
DUMBWAITERS  
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Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio  
Mention this paper.

**Double Safety Man-Lift**

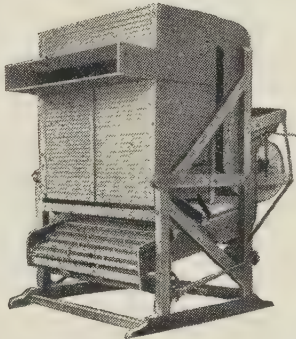
All steel  
Same Price  
Weights Less  
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

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BRADLEY, ILL.



**THE NEW PROCESS GRAIN CLEANER AND SEPARATOR**



**WILL CLEAN** any Mixture of Grain down to almost perfect grade. Will maintain gross weights. **Nothing is Wasted.** Screenings from 60,000 bu. pays for one.

WRITE FOR PARTICULARS AND PRICES

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MERRIAM PARK (ST. PAUL) MINNESOTA

**NO POWER  
NO EXPENSE**

to operate this

**MAN-LIFT**

Only a slight pull on the soft, strong hand-rope necessary to start the car after stepping on foot lever. Ball bearings assure easy running.

Springs are of the best steel and of sufficient size to be durable and do the work satisfactorily.

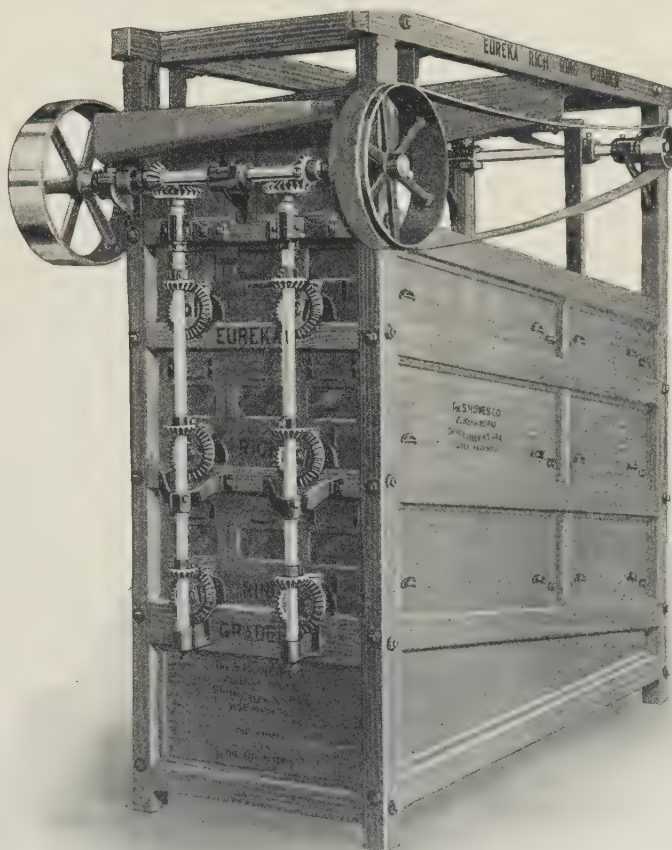
Safety catch prevents car from falling in case of accident to rope.

Send us your specifications for elevator supplies and equipment. Our prices are right.

**Murphy Mfg. Co.**  
115-17 W. 7th Street, KANSAS CITY, MO.



Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**



The "EUREKA"  
**PATENT Grain Grader**

**HEAVY DUTY CONSTRUCTION**

A new and extraordinarily efficient machine for grading wheat, oats and barley for fancy seed purposes

The Bureau of Barley and Hop Industry in a recent circular says:

"Seed should be well cleaned and graded.  
Uniformity of size is a most important consideration"

Fancy Seed Grain commands a big premium. Look up the market quotations and then write us for particulars of our grader.

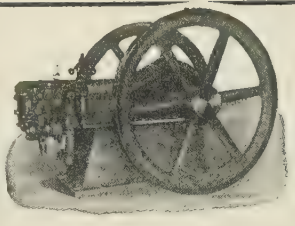
**THE S. HOWES COMPANY**  
Silver Creek, N. Y.



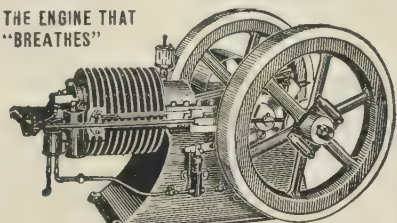
New—Near-New  
Rebuilt and  
2nd Hand  
Gas Engines

of our own  
make, thor-  
oughly guaran-  
teed—8 to 50  
H. P. Let us  
know your re-  
quirements and  
we can, no  
doubt, fit you  
out with just  
what you want.

The New Era Gas Engine Co  
86 Jefferson Avenue, PORTSMOUTH, OHIO



THE ENGINE THAT  
"BREATHES"



Sizes 14 to 12 H. P.

Just the engine for the elevator or shop. No Water Tanks, Hoppers or Fan Complications to bother with. The Gade pays for itself by cutting your fuel bill one-third. Investigate the efficient and economic GADE before you purchase an engine. 5 year guarantee. Write for catalog and descriptive matter.

GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

YOU DON'T KNOW  
The advantages of gas and gasoline  
power until you have tried Magnetos.

You don't know Magnetos Until you've tried

## THE COMET

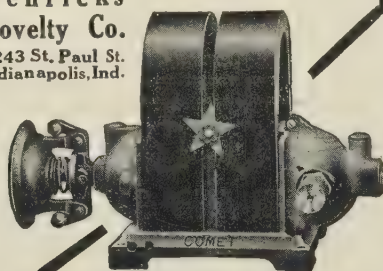
Simplest, most compact and powerful magneto made. Leads all others in simplicity which is the keynote of our design. Special prices:

For Make & Break Spark \$10.—For 1 or 2 Cyl. Jump \$11.

Write for catalog — Thirty Days Trial.

Henricks  
Novelty Co.

1243 St. Paul St.  
Indianapolis, Ind.

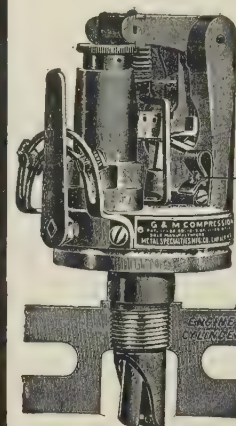


## WANT HELP?

Then consult the "Situations Wanted"  
columns of the Grain Dealers Journal.

## G. & M. Compression Igniter

A Revelation In Gas  
Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you  
MONEY, TIME  
AND TROUBLE

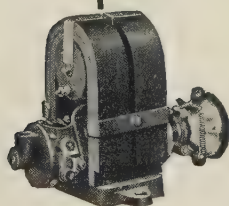
A. H. McDonald, the gas engine man, Chicago, wrote us as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.

736 W. Monroe Street, Dept. G. Chicago, Ill.



## A "WIZARD" Magneto Solves the Ignition Problem Forever

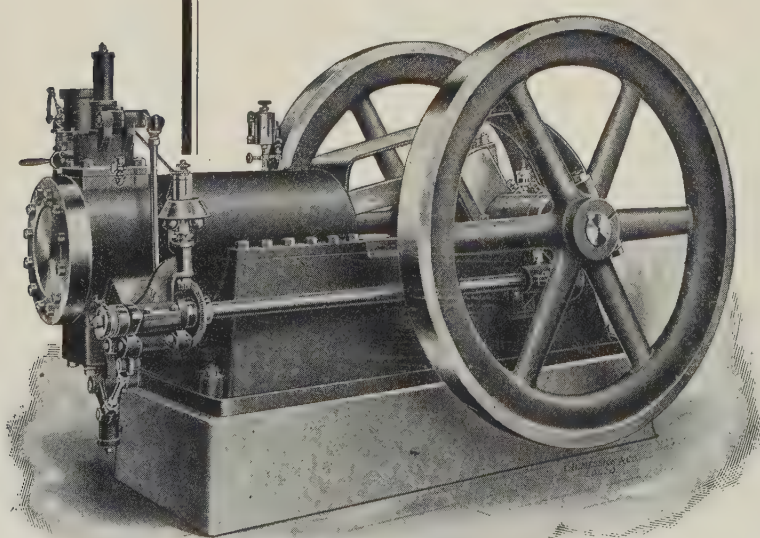
Save the continuous expenses of continuous battery renewals

MAGNETOS DO NOT BURN OUT  
MAGNETOS DO NOT BURN OUT POINTS  
MAGNETOS, FIRST COST IS LAST COST

Write for Catalog G. D.

THE HERCULES ELECTRIC CO., Indianapolis, Ind.

When we say "Superior"  
we mean "Superior"



THE ELEVATOR MAN'S ENGINE

## Superior Gasoline Engines

Are the most economical power that can be installed—efficient, reliable and durable.

We can send you the names of those elevator owners and Superior engine users—who know and will testify that the Superior fulfills all claims.

Every engine guaranteed to develop and maintain the rated horse power with the claimed amount of fuel consumption.

The Superior isn't worth 2c unless you spend that amount in sending for our Superior catalog.

Superior  
Gas Engine Company  
Springfield, Ohio



## The Money-Making "MUNCIE"

### THE real oil engine

We say "money-making" because it is a continuous money-saver to the power user. Oil engines are recognized as the cheapest and most satisfactory power known, and the MUNCIE has been accepted as the Standard Oil engine, because—

It operates on Fuel, Crude, Solar, and Gas Oils, and Kerosene, Naphtha and Distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

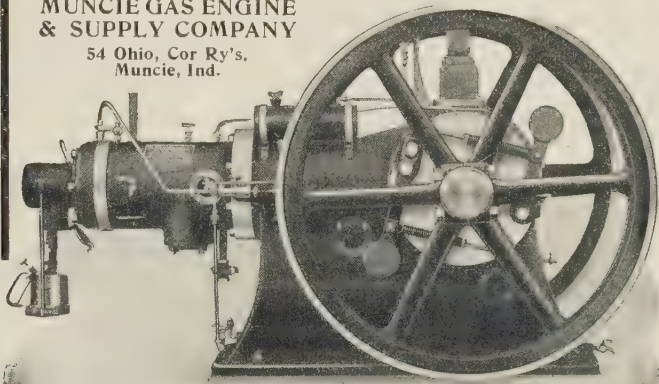
Built for hardest service.

Simple, durable, efficient and economical.

It's the engine for YOU. Write for catalog.

**MUNCIE GAS ENGINE  
& SUPPLY COMPANY**

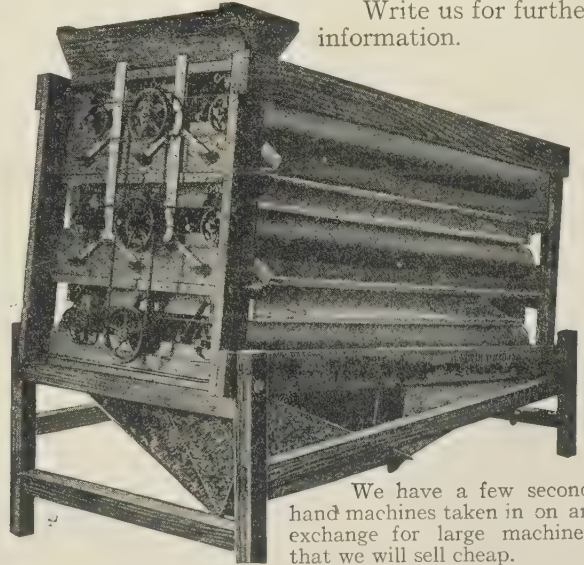
54 Ohio, Cor Ry's,  
Muncie, Ind.



## The King Buckhorn Machine

should be a part of every cleaning equipment where clover seed and alfalfa are handled; it is not only reliable as a Buckhorn machine, but it is of equal value as a separator of pigeon grass and fox tail from clover and alfalfa; it also does first-class work in separating timothy from alsike.

Write us for further information.



We have a few second hand machines taken in on an exchange for large machines that we will sell cheap.

**J. M. KING & SON, North Vernon, Ind.**

## Operate Your Elevator With An Otto

OTTO ENGINES are used by the leading elevator companies in every state. They have proven to be dependable and exceedingly economical in fuel consumption and cost of repairs. Hence Otto engines are the cheapest. Do not experiment when you can quickly obtain the standard in the elevator field—The Otto. The size you are going to need is carried in stock at Chicago, Kansas City and St. Paul, ready for prompt shipment. All duplicate parts are also at hand at each warehouse.

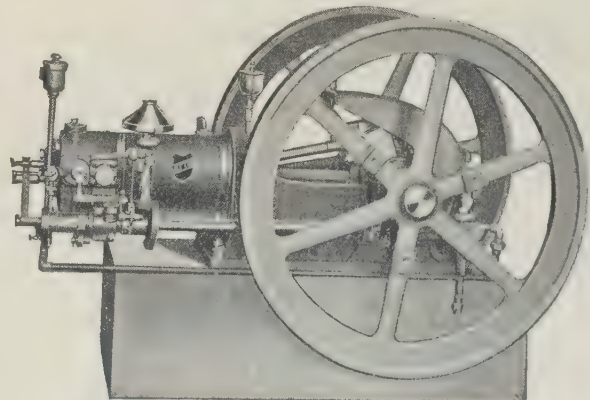
SEND FOR OUR LATEST  
BULLETIN NO. 3—TO HOME  
OFFICE OR NEAREST BRANCH



**The Otto Gas Engine Works**  
3217 Walnut St., PHILADELPHIA, PA.

Branches at:  
5-17 S. Clinton St., CHICAGO, ILL.  
1205 Union Avenue, KANSAS CITY, MO.

General Sales Agency with  
ROBINSON, CARY & SANDS CO.  
St. Paul, Minnesota





INVESTIGATIONS

SYSTEMS

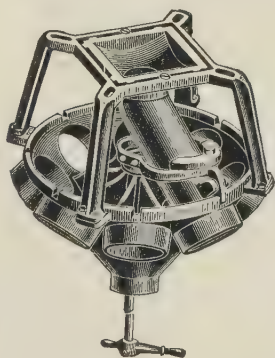
**JOHN F. SCHLIMME**

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SPECIALIZES IN GRAIN AND MILLING

Flour Exchange Building

MINNEAPOLIS - MINN.

Telephone  
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Solicited**The Hall Signaling Grain Distributor**

is the greatest time saver for the elevator operator and busy man, that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

**HALL SPECIAL**

(ELEVATOR LEG)

Costs Less to Build, Less to Operate, Less to Maintain. Elevates as much as any other leg double its size. Elevates constantly Without Attention; Without Stoppage; Without Chokes. Capacity guaranteed in your elevator.

**Hall Distributor Co., 222 Ramge Bldg., Omaha, Nebr.**

**Sales, Shipments and Returns**

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10½x16½ inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

GRAIN DEALERS JOURNAL,

La Salle St., CHICAGO, ILL.

**THE AUTOMATIC DUMP CONTROLLER**

This new and simple device for the controlling of the drop of wagon dumps, is the only machine on the market; no attention or power in operating.

It is entirely out of the road and completely automatic.

Our list of testimonials and number of duplicate orders shows their usefulness.

As the easy dumping of a man's wagon is pleasing to them as well as prevents expense for repairing wagons, and the chances for dissatisfaction.

Hundreds in use. Satisfaction guaranteed.

For further particulars, address

**L. J. McMILLIN, Indianapolis, Ind.**

**Grain Storage Receipts**

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

**GRAIN DEALERS JOURNAL**

315 S. LaSalle St. CHICAGO, ILL.

**THE SIDNEY FAN DISCHARGE CORN SHELLER****Let Others Tell The Story**

Stoutsville, Ohio, July 13, 1912.

Gentlemen:

We have been using one of your No. 1 Sidney Fan Discharge Corn Shellers for the past four years and it has given us perfect satisfaction, and our repair expense on same has been practically nothing in that time.

Yours very truly,  
BARR & COMPANY.

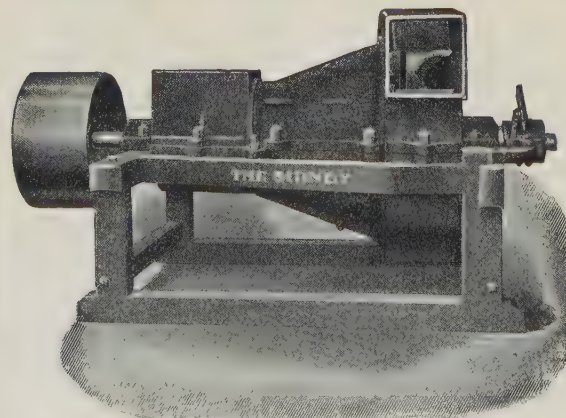
Nora, Ind., July 11, 1912.

Gentlemen:

Our No. 0 Fan Discharge Corn Sheller which we bought of you in March, 1911, is all O. K. and is doing even better work than you represented it to do. We shell about 480 bu. per hour on it and believe it would shell more just as well. It does not crack the corn or give us trouble in any way.

Yours truly,  
F. T. HINSHAW & SON.

Write for Catalogue No. 25.



PAT. DEC. 1 1908.

**THE PHILIP SMITH MFG. CO.**

**SIDNEY, OHIO**

A Complete Stock at Enterprise, Kans.





THE OLD WAY

**One Man** with an ATLAS can easily move a loaded one.

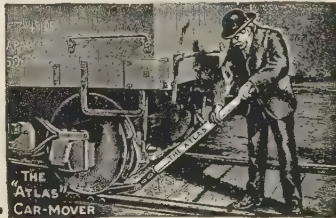
**Appleton Car-Mover Co.**  
Appleton, Wis.

## The Atlas Car-Mover

will pay for itself daily and last for years.

Twelve men with a crowbar can hardly move an empty car.

THE NEW WAY



THE "ATLAS" CAR-MOVER

## "The Fitzgerald Automatic Electric Overflow Alarm"

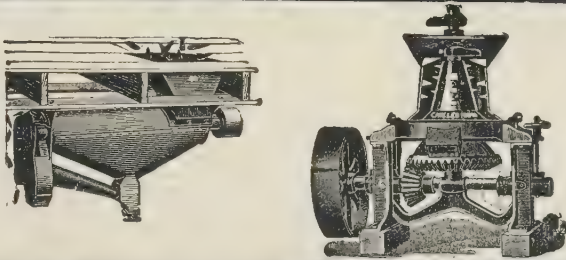
Entirely and Surely Prevents

**Choked Overflowing Mixed GRAIN** Belts Bins in Elevator

It is absolutely automatic. Electric bells give alarm to the agent or operator immediately the bin is full. The device needs no attention, is always ready and willing to work when required. Easily installed, at a very small cost, and in any elevator that is built. One good elevator carpenter can install it in one day. No elevator can afford to be without it for many times the small amount it costs. Write us for particulars and pamphlets.

**GRAIN ELEVATOR SPECIALTIES, Ltd.**  
344 Grain Exchange Winnipeg, Manitoba

## Triumph Corn Sheller and Crusher



**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.

## LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

**DISTRIBUTING AND FLEXIBLE SPOUTS. BOOT PANS, STACKS AND TANKS, WAGON DUMPS, MAN LIFTS.**

**ALL KINDS OF TRANSMISSION CONVEYING AND ELEVATING MACHINERY**

**A FULL STOCK CARRIED.  
GET OUR PRICES.**

## Everything for the Elevator

**CLAUS-BLAND MFG. CO.**

SUCCESSORS TO

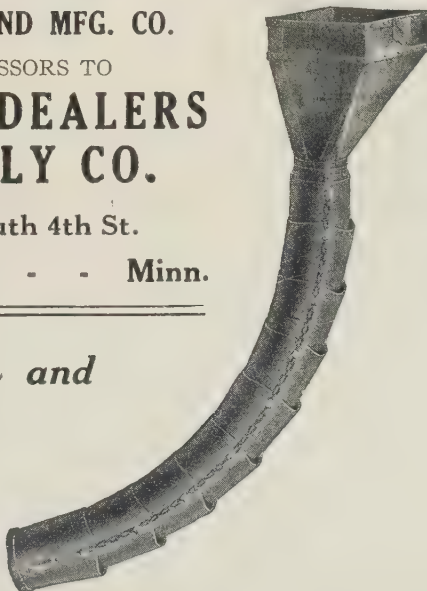
**GRAIN DEALERS  
SUPPLY CO.**

1208 South 4th St.

**Minneapolis - Minn.**

**Machinery and  
Supplies**

**Of All  
Kinds**



**Flexible Loading Spouts  
Manlifts Rubber Belting**

We handle all kinds of REPAIR WORK. If you are doing any remodeling, it will pay you to figure with us

## The Gerber Patent Flexible Chain Telescope Car Loading Spout



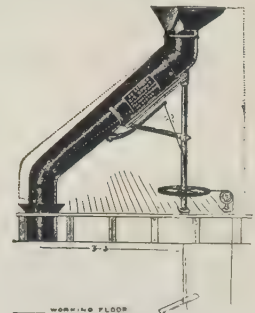
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swive 1 Joint at S.

## The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

FOR SALE BY

**J. J. GERBER, Minneapolis, Minn.**

## SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } **PRICE, \$3.00**  
Form 385 Record of Car Loads Shipped }  
**GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago**



# Western Life

PUBLISHED BY UNION IRON WORKS, DECATUR, ILLINOIS

Vol. 1, No. 1

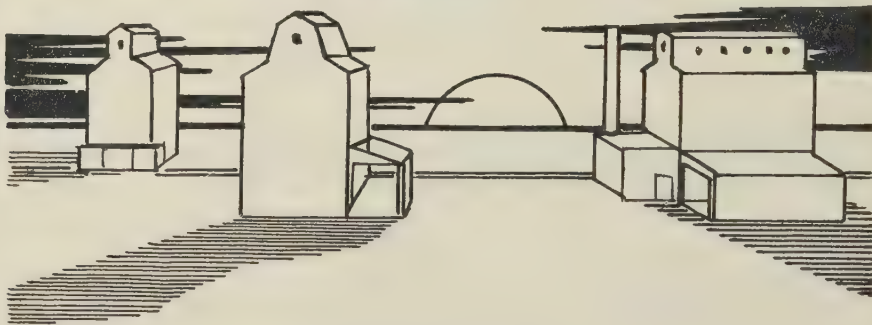
August 25, 1912 — One Page

Price — One Look

## UNION SUITS FOR ALL LINES OF GRAIN TRADE

The grain trade of today demands a rapid, convenient and profitable handling of grain. The railroads, the larger demand, the telegraph and telephone and general progress have caused this, and it is up to the live and progressive grain elevator operators to comply with the times. Hence by deduction, discrimination and experience he is able to choose elevator machinery suiting his needs, and this is the reason why Union machinery satisfies the want of every elevator man. The "Western" Line of Shellers, Cleaners, Elevating, Conveying and Power Transmitting Machinery is utmost in efficiency, cheapest in operation and installation costs, and entirely satisfactory while in use. If you intend to rebuild or remodel your elevator this fall, you should send for "Everything From Pit to Cupola," published by The Union Iron Works, Decatur, Ill. It will solve your elevator problems.

## THE WESTERN LINE



There is not one shadow of regret thrown from a "Western" equipped elevator.

## TAFT, WILSON AND ROOSEVELT

Would Sing Western Praises

If they were operators of a "Western" equipped elevator. The many, many practical, durable and superior grain handling devices manufactured by the Union Iron Works, Decatur, Ill., would justify the praise of any user. Write for catalog, "Everything From Pit to Cupola." It's interesting reading of a solution of the grain elevator machinery question.

## ELEVATOR MAN MARRIES WEST- ERN CLEANER

Marshfield, Ind., Aug. 25.—Word was received here today that H. C. Amos, Mgr. of the Marshfield Grain Co., here, wooed and won a Western Cleaner. It is said that the love affair was brought about by the daily complaints of Mr. Amos concerning other grain cleaners, until he met with this "Western" prize, and from the day the "little agreement" was signed, he has been content, and he sings the praises of his "Western Cleaner."

Following is a letter, recently received by the parents of the Cleaner:

Marshfield, Ind., Feb. 26, 1912.

Union Iron Works,  
Decatur, Ill.

Gentlemen:—Your Cleaner, which we installed in our plant, is proving very satisfactory. We consider it the best cleaner on the market today, and would use no other than the WESTERN Gyrating Cleaner.

Yours truly, MARSHFIELD GRAIN CO.

Knowing this Western Cleaner as we do, we look for a long life of contentment and satisfaction for Mr. Amos.

## "Ask and You Shall Receive"

Dear Madam: My husband, a grain man, complains lately of his elevator machinery being out of order, and of a continuous and general breaking down. Would you suggest a change?

Ans.—By all means a change. We would suggest a trip on the "Western" Line, as experience has proven this route the most beneficial.

"EVERYBODY'S DOIN' IT." What? Why, reading "Everything From Pit to Cupola." Send for your copy today. Free.

UNION IRON WORKS : DECATUR, ILL.  
Adv.

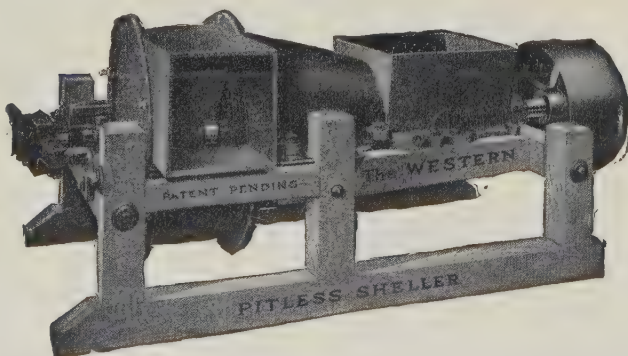
## A. GRAIN MAN SAYS NEW SHELLER Beats All He Had Ever Used or Seen

A. Grain Man, an elevator operator of this country, recently addressed a gathering of other prominent grain elevator owners and said that the 'Western'

either direction, under or over. That the frame was substantially constructed of maple and oak, and that all shelling surfaces were subjected to a special chilling process, and that it was compact, durable and strong, and would outlive the elevator.

"It is the only fan discharge sheller on the market today that will not crack the corn," which statement brought forth a loud applause. "Also this sheller will not choke, and is adjustable, while running, to all kinds and conditions of corn."

The expression of many, who were users of the "Western" Pitless Sheller or had seen it demonstrated, further assured its value to the grain elevator operator.



Sheller was THE Sheller for the profit-desiring grain man of today.

He said further that the Sheller would discharge into elevator boot or leg,



# "Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

## MACHINES FOR SALE.

**FOR SALE.**—New Marseilles Portable Elevator. Bargain. Early Grain & Elevator Co., Amarillo, Tex.

**FOR SALE CHEAP.**—One second-hand Mattoon Car Loader and one 16" French Burr Mill. Rhinehart Smith, Sidney, Ohio.

**WHILE THEY LAST.**—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x 18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

## ELEVATOR BELTS WITH BUCKETS ATTACHED AT EXTREMELY LOW PRICES

In Either Cotton, Rubber or Canvas—Stitched Belt with "Salem," Steel Grain or Steel Corn Buckets attached.

We list herewith a few sizes with Net prices on 100 feet. Longer or shorter lengths supplied at a proportionate price.

### STANDARD RUBBER BELT

Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$28.70
100	8	4	7 x 4½	32.90
100	9	4	8 x 5	37.80
100	10	4	9 x 5	41.40
100	11	4	10 x 5½	46.50
100	12	4	11 x 6	51.00
100	13	4	12 x 6	56.20
100	14	5	12 x 7	79.00

### EXTRA STANDARD RUBBER BELT

Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$31.45
100	8	4	7 x 4½	37.90
100	9	4	8 x 5	43.90
100	10	4	9 x 5	48.15
100	11	4	10 x 5½	54.45
100	12	4	11 x 6	60.45
100	13	4	12 x 6	65.30
100	14	5	12 x 7	91.75

### COTTON BELT

Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$19.26
100	8	4	7 x 4½	21.82
100	9	4	8 x 5	24.76
100	10	4	9 x 5	28.40
100	11	5	10 x 5½	36.96
100	12	5	11 x 6	40.50
100	13	5	12 x 6	46.10
100	14	5	12 x 7	57.96

For Prompt Shipment.

Other sizes furnished on short notice. Send us your specifications and receive the lowest market prices.

We also have on hand a large amount of Second Hand Elevator Belting in first-class condition.

600 ft.—22" 5 ply Rubber with 20 x 6 Buckets attached at 50c per foot.

5,000 ft.—5" 4 ply Cotton belt with tin cups attached at 10c per foot.

3,000 ft.—5" 4 ply Cotton belt with tin cups attached 12c per foot.

4,000 ft.—6" 4 ply Cotton belt with tin plate overhauled Feed Mills, Separators, Oat Clippers, Corn & Cob Crushers, Shell-ers, Shafting, etc.

Write for "Gumps Bargain" Book, giving a complete list with Net Prices, Mailed Free on Request.

B. F. GUMP CO. Inc. 1901. Est. 1872. 431-437 So. Clinton St., Chicago, Illinois.

## MACHINES FOR SALE.

**FOR SALE.**—One 12-in and one 20-inch French Burr Mill as good as new. Address W. J. Jenkins, St. Paris, Ohio.

**FOR SALE CHEAP.**—One Barnard & Leas No. 98 Receiving Separator, 1,000-bu. capacity, in first-class running condition. The Mansfield Elevator Co., Mansfield, Ohio.

**FOR SALE.**—Good, second-hand, steam traction engine and baler, in first-class condition, just the thing for farm use or regular baling, engine 8-horse, Nichols & Shepard; baler, Ely, making 13 to 18 bales. Chas. B. Wing, Mechanicsburg, Ohio.

### MILLS FOR SALE CHEAP.

Two 30" Destroyer Feed Mills, with emery stones. For large volume feed grinding. One 24" Monarch Attrition Mill, with under running drive complete. C. F. Dingwall Co., Milwaukee, Wis.

### FOR SALE.

Four (4) Barnard & Leas No. 4 Oat Clippers. Eight (8) Barnard & Leas Tubular Barley Separators in good condition; very little worn. Prices low. Fagg & Taylor, Chamber of Commerce, Milwaukee, Wis.

**SECOND HAND FOR SALE.**—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

## GASOLINE ENGINES

60 H. P. COLUMBUS Gas Engine for sale; guaranteed to run satisfactory; now using larger engine. Berry Bros., Bolt Works, Columbus, Ohio.

**FOR SALE.**—One 25 H. P. Otto Gasoline Engine in good running order. Price with battery ignition \$350; magneto ignition \$375. J. Thompson & Sons Mfg. Co., Beloit, Wis.

**GAS AND GASOLINE engines for sale** command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**—1-30 H. P. Gasoline Engine, almost new and in perfect order. Just purchased elevator, and am installing electric motors. Address, Joseph Poos, Eaton, O.

1-18 H. P. FOOS "special" horizontal \$245; 1-23 H. P. Gilson "hopper cooled," \$335; 1-25 H. P. Brown Horizontal, \$280. All warranted as good as new. Badger Motor Co., Milwaukee, Wis.

**FOR SALE.**—One forty-H. P. Charter Gasoline Engine; in first-class condition. Can be seen in operation. More power needed, reason for change. Address Emil Brunner, Hope, Kans.

**FOR SALE.**—Gasoline Engine. Having put in electric motors, we have one 20-H. P. Fairbanks-Morse Co. gasoline engine in good repair, which we offer for sale. Jones Bros., Attica, Ind.

## GASOLINE ENGINES.

### FOR SALE AT A BARGAIN

30-H. P. Twin-Cylinder Gasoline Engine, Cook Motor Co. make. Used only two weeks, by an ice plant, which we bought and dismantled. Cost over \$900; will sell for \$600. Just the thing for driving an elevator or feed mill. The Long Mill & Elevator Co., Mechanicsburg, Ohio.

### GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## SCALES FOR SALE.

**LARGE FAIRBANKS TRACK SCALE** for sale, complete with steel (I) beam setting. Ansted & Burk Co., Springfield, O.

**FOR SALE.**—Slightly used Sonander Automatic Scales, good as new, at half price. Power Equipment Co., Minneapolis, Minn.

**SCALES** of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

**SECOND-HAND TRACK SCALE** for sale cheap; "Howe" make; 40 ft., good condition. Kaw Milling Co., Topeka, Kans.

**FOR SALE.**—One Avery Automatic Sack- ing Scale and One Avery Automatic Elevator Scale. Write to W. H. Hurley, Clinton, Mo.

**AVERY AUTOMATIC Elevator Scale** for sale, with capacity of 1,000 bus. per hour; only slightly used and in good condition. Address Northern Elevator Co., Manitowoc, Wis.

**FOR SALE CHEAP.** one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

### REFITTED SCALES.

800 and 1200 Portables.  
Four 6 ton Fairbanks Wagon Scales.  
1-6 ton Howe Wagon Scale.  
1-Fairbanks Automatic Scale.  
1-Ricardson Automatic Scale.  
1-44 ft.-100 ton Fairbank Track Scale, with recording beam. Southern Scale Co., 407 Fourth St., St. Louis, Mo.

## INFORMATION.

**NOTICE.**—Grain Dealers' Associations—I am an expert scale adjuster. I would like to talk to you about taking care of your scale inspection and adjusting. I use an automobile to carry my tools and test weights from station to station. Address Scale Inspector, Box 3, Grain Dealers' Journal, Chicago, Ill.

## MACHINES WANTED.

**WANTED.**—One single pair and one four smooth roll mills, 9x18; also 500-bu. capacity corn cleaner. Must all be in good condition and a bargain. Address Machinery, Box 4, Grain Dealers Journal, Chicago, Ill.



**ELEVATORS FOR SALE.**

**\$2,500 BUYS** a 15,000 bu. elevator at Brooten, Minn. If interested write Louis Peterson, Culbertson, Mont.

**GOOD IOWA ELEVATOR**, 25,000 bus.; station handling 600,000 bus. Address A., Box 3, Grain Dealers Journal, Chicago.

**NORTHWESTERN OHIO.** For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

**OKLAHOMA ELEVATORS** for sale, proposition worth looking into, good crops already made, now ready to handle. Address, Box 147, Anadarko, Okla.

**SOUTHERN MINNESOTA ELEVATOR** for sale at a bargain in one of the best sections of the State. For information write H. W. Sinclair, Fairmont, Minn.

**OKLAHOMA ELEVATOR** for sale in great grain section; no competition; broken health reason for selling. Address Thos., Box 3, Grain Dealers Journal, Chicago.

**CYLINDER, IOWA**—Elevator for sale on the C. M. & St. P. R. R.; bumper crop; should pay for itself in six months. Price \$2,000. Address L. L. R., Box 3, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Southern Minn., 12,000 bu. elevator on Ill. Cent. R. R. Feed mill, flour and feed side line. Good territory, fine prospects, price reasonable. Address, Box 59, London, Minn.

**NORTHEAST SOUTH DAKOTA** for sale—a 25,000 bu. cribbed elevator with flat house connections in one of the best grain stations on C. M. & St. P. Ry., at Garden City, S. Dak. Price \$3,000. Address, Joel McKee, Bradley, S. Dak.

**SOUTHERN MICHIGAN**—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

**10,000-BU. MISSOURI ELEVATOR**, gasoline or steam power, together with a \$20,000 coal, hay, flour, feed and ice business. Two and half acres of ground attached. \$5,000 cash, if sold immediately. Ill health cause for selling. Address C. Cowherd, Platte City, Mo.

**NEBRASKA ELEVATOR**, lumber yard, coal and stock business for sale. In one of the best grain and stock centers of the state. Two elevators in town, and only one lumber yard. Residence included in offer. Good reasons for selling. Will offer reasonable terms to buyer. Will bear closest investigation. Will show books for last ten years, which will convince you that here is a first-class A No. 1 lifetime opportunity for some one. Now is the time. The new crop has just begun to move. Reasonable price. Address Opportunity, Box 4, Grain Dealers Journal, Chicago, Ill.

**NORTHWEST ELEVATORS FOR SALE.**

We offer you the following elevators in good grain territories for sale. Established trade and an A No. 1 investment for those desiring to enter the grain business.

Two North Dakota Elevators, one at Oakes (20,000-bu. capacity), and one at Hample (20,000-bu. cap.).

Three South Dakota Elevators, one at Yankton (18,000-bu. cap.), one at Hoven (30,000-bu. cap.), and one at Randolph (30,000-bu. cap.).

Two Central Montana Elevators and two flat houses.

Elevators handle 120,000 bus. each per year, and flat houses 60,000 bus. each per year. Good competition. Best crops ever raised.

Nine Lumber Yards in North Dakota and Montana. All good locations.

Will sell all or part of these at a reasonable price. If interested write:

**HAWKEYE ELEVATOR CO. MINNEAPOLIS, MINN.**

**ELEVATORS FOR SALE.**

**ONLY ELEVATOR IN S. DAK.** town for sale. A chance. Address Bargain, Box 12, Grain Dealers Journal, Chicago.

**TWO ELEVATORS CHEAP**; 10 and 15M. capacity, gas engines, roller feed mill, ordinary elevator machinery, coal sheds. Good crops. No incumbrance. Inquire or write. A. A. Stephenson, Foraker, Okla.

**FOR SALE**—Grain and coal business in Iowa. Handled 175,000 bus. of grain and 1,500 tons coal last year. Priced right. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

**HAWLEY, IOWA**—30x30 elevator, additional sheds, office and corn cribs for sale at a reasonable price. Located on the M. & St. L. Ry. Horsepower. Address Philip Findeis, Miranda, So. Dak.

**FOR SALE** — 20,000 up-to-date cribbed elevator with coal sheds, 2 wagon scales, cleaner, gasoline engine, etc. In best grain section of S. E. So. Dak. Must sell on account of ill health. Address J. C. Schmidt, Medford, Ore.

**SOUTHEAST KANSAS**—For sale, new 15,000 bu. elevator with splendid retail flour, feed and coal business in addition. Only elevator and coal business in the town. Buildings all on owner's land. Address, I. E. Clark, Walnut, Kansas.

**ILLINOIS**—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

**TO SELL OR EXCHANGE** elevator on Chicago Great Western Railway in Minnesota, 20,000-bus. capacity, no competition, very large territory, first-class business, fine opportunity for live man. Good reason for selling. Address Exchange, Box 4, Grain Dealers Journal, Chicago.

**THREE UP-TO-DATE NEBRASKA** elevators for sale. One on Burlington R. R., and two on U. P. Ry. Good grain points. Best crop prospects ever. Large territory. Right price. Will sell one or all. Address, Nebraska, Box 12, Grain Dealers Journal, Chicago, Ill.

**40,000-BU. INDIANA ELEVATOR**—Cribbed. Only elevator in county seat, third best farming county in state. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. Will sell separate. Address, T. L. Box 1, Grain Dealers Journal, Chicago, Ill.

**TWO ILLINOIS ELEVATORS** for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

**ILLINOIS ELEVATOR, COAL HOUSE**, flour and feed warehouse, scales and office for sale. Only elevator in good town of 800 and in good farming community. Located on the I. C. and B. & O. S. W. Rys., on a direct route to Chicago, Cairo, Memphis, New Orleans and Louisville, Ky. A bargain for some grain man. Address Payer, Box 3, Grain Dealers Journal, Chicago.

**THE FIRST \$5,000 CASH** takes the best 40,000 bu. elevator and implement buildings in North Central part of Iowa. Implements about \$2,000. Elevator ships about 125,000 or more bushels. Elevator all hopper bins, and contains all new machinery. Best crop in years. From \$8,000 to \$10,000 worth of machinery sold in a year. No competition. Address Alex, Box 3, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

**20,000 BU. CENTRAL NEBRASKA** elevator, lumber yard, coal and hog business for sale. Located on the M. P. Ry., established 1896. Ship about 400,000 bus. per year. Crop and business prospects excellent. A mighty fine opportunity for a good live man. Easy terms. Address Lumber, Box 3, Grain Dealers Journal, Chicago, Ill.

**MAPLE PARK, ILL.** For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

**ELEVATORS WANTED.**

**GENERAL STORE FOR SALE** or trade for good elevator. Store doing \$50,000 worth of business per year. Address, B. Slenz, Vandalia, Ohio.

**WANTED TO TRADE** 11½ acres good land adjoining good town for elevator located in Ill. or Ind. Address Box 8, Ges-sie, Ind.

**GENERAL STORE FOR SALE** or trade for good elevator. Store doing a good business and a money-maker. Address Money, Box 3, Grain Dealers Journal, Chicago.

**ELEVATOR WANTED IN OHIO**, Ind., or Ill., in town of 1,000 or more, handling over 200,000 bu. per annum. Give full information in first letter. Address Elevator, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED TO BUY** or lease elevator situated in Cent. Ill. which handles not less than 200,000 bus. annually, on the Big Four or I. C. preferred. Address Buyer, Box 3, Grain Dealers Journal, Chicago.

**FOR TRADE**—80 acres of level land, good four-room house, barn and dam. This farm is all fenced in, and only a half a mile to Draper, Lyman Co., S. Dak. Want elevator in Southeastern So. Dak., handling not less than 100,000 bus. per year. Address Lock Box 6, Monroe, So. Dak.

**ONE GOOD GRAIN FARM** and one Ideal Stock Farm to trade, either for a good grain business, well located. These farms are both good and will warrant a good grain business in return. Address Farm, Box 4, Grain Dealers Journal, Chicago, Ill.

**LOTS TO EXCHANGE** for elevator. Lots located in Dayton, Ohio, the best city in the state; good locations, at cash value. Must act quick; state price of your elevator and amount of grain handled per year. Address Carlisle, Box 4, Grain Dealers Journal, Chicago, Ill.

**BUSINESS OPPORTUNITIES.**

**GOOD OPENING**—Wholesale grain business. We have house on track for. Box 439, Palestine, Texas.

**EXCELLENT SIDE LINE** for those calling upon the Grain Trade. Quick sales, nothing to carry. Address Confidential, Box 4, Grain Dealers Journal, Chicago.

**HALF-INTEREST** in first-class grain, coal, flour and feed business. Fine elevator, well located, in best 3,000 population town of Southern Minn. Address Half-Interest, Box 4, Grain Dealers Journal, Chicago.

**FOR RENT, 75-BBL. FLOUR MILL** and elevator. New, up-to-date, doing a good business in all kinds of grain, flour and feed. Owners want to retire, and will rent to right party, and sell mill necessities as flour and grain sacks, etc., as buyer desires. Running steady and making good money. Address Rent, Box 4, Grain Dealers Journal, Chicago, Ill.



## SITUATIONS WANTED.

**WANTED—POSITION AS MANAGER** of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

**SITUATION WANTED** as grain buyer in country town. Can speak Swedish and English, 7 years' experience, best references, honest. Address Dayton, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager of country elevator; aged 24, married, lifelong experience; at present employed. Address Mara, Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED—POSITION AS MANAGER** of country elevator by a middle-aged man with bank and elevator experience. Best of references. Address Bank, Box 3, Grain Dealers Journal, Chicago, Ill.

**A FARMERS ELEVATOR MANAGER** has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

**MAN WITH EXPERIENCE** in grain business desires position with some responsible grain firm as traveling solicitor; can swing a good business. Address Box J, Manson, Iowa.

**MAN OF 7 YEARS EXPERIENCE** in grain business desires position with some responsible grain firm as traveling solicitor. Married, and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED** as manager of an elevator. Have had twenty years' experience in grain, coal, hay, flour and feed. American with good habits. A No. 1 references. Address M. C. L., Box 4, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED GRAIN, HAY** and flour salesman wants position on road or home. \$100.00 per month to start. Worked trade on streets in Chicago for 17 years. References furnished. J. H. Johnston, 206 Mint Bldg., Denver, Colo.

## SITUATIONS WANTED.

**ELEVATOR POSITION** in Washington or Oregon wanted. Five years' experience as grain buyer in North Dakota. Am at present employed, but can leave on thirty days' notice. Address Grain Buyer, Box 4, Grain Dealers Journal, Chicago.

**YOUNG MAN WANTS POSITION** with grain elevator company; has had a good commercial education. Understands gasoline engines. Can give reference; has no bad habits and is willing to work. Address John, Box 4, Grain Dealers Journal, Chicago, Ill.

## BUILDING MATERIAL.

**2 MILLION FT.** 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

**FOR SALE CHEAP**—Million feet of elevator cribbing; hemlock, oak and beech timbers, one marine leg complete, belts, pipe, windows, etc. Kellogg Elevator Wrecking Co., Michigan St. and Buffalo River, Buffalo, N. Y.

## FERRETS.

**FERRETS AT \$2.50 EACH** during July and August. Exterminate the rats before the rush of grain. Keefer Bros., Greenwich, Ohio.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS AND BULAPS**, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

## GRAIN BAGS FOR RENT.

From 100 to 50,000 Cotton Grain Bags. Can make quick shipments. For terms, write Foell & Co., 123 Market St., St. Louis, Mo.

## OFFICE SUPPLIES.

**NEW TYPEWRITER AT A BARGAIN.** New No. 5 Oliver Standard Visible Typewriter for sale. Never used. Address C. S. Clark, 315 S. LaSalle St., Chicago, Ill.

## HELP WANTED.

**MAN TO RUN STEAM ENGINE** and work in elevator. Must understand elevator machinery. Good town, near Chicago. Steady job. Address Chicago, Box 4, Grain Dealers Journal, Chicago.

**ELEVATOR FOREMAN WANTED**, must be good judge of wheat, correct weigher and of fair education. Must thoroughly understand operating an elevator. Good position and steady work for industrious, temperate man. Address, The Ansted & Burk Co., Springfield, Ohio.

**WANTED—A FIRST-CLASS MAN** to help in elevator and implement business on or before Sept. 1st. Will be alone most of the time; \$60 a month for the right man to start on. Must have experience in the grain business. Address Implement, Box 3, Grain Dealers Journal, Chicago.

**WANT FIRST-CLASS, RELIABLE** and honest man for position as foreman of an elevator at Ft. Worth, Texas. Must be acquainted with mill machinery and know how to grind corn meal chops. Must be able to handle men and not afraid of work. Would prefer man of German or Swedish nationality, also married. \$100 per month salary. Address, Ft. Worth, Box 2, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. **NO OTHER WAY.** 12 years' experience worth \$1,000 to buyers **GRATIS.** List with me, buy of me and have good luck.

# Say

Let the Grain Dealers Journal  
Want Ads do your work.

*They bring quick results.*

# "WANT ADS" PAY WELL

When inserted in the "WANTED-FOR SALE" COLUMNS of the

# GRAIN DEALERS JOURNAL

## HOW WE KNOW:

### SOLD HIS ELEVATOR

Sirs—Discontinue ad., we have sold elevator and could have sold another like it if we had had one. O. D. BRUNGARD, Ridgeway, Ohio.

### FOUND AN ELEVATOR

Sirs—Discontinue ad., it has found an elevator. E. NELSON, Maddock, N. D.

### TRADED LAND FOR ELEVATOR

Sirs—Stop ad., traded my land for elevator last week, thanks to ad. in Journal. FRANK A. COUSINS, Bismarck, N. D.

## NOW IS THE TIME TO MAKE YOUR WANT KNOWN

If you have machinery for sale—The Journal has many thousand buyers.

If you wish to sell your Elevator—Tell the largest number of grain dealers so.

If you want a First Class Elevator—Let over 6,000 owners of the best know about it.

If you are in Need of Help—Put your message where the largest number of those proficient in the grain business look for openings.

If you desire a Change or Position—Every Journal reader is your prospective employer.

**Ads cost 20c per line each insertion. No extra charge made for forwarding replies through our office.**

**GIVE IT A TRIAL—THANKS!**

**315 S. La Salle Street**

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**CHICAGO, ILL.**



**HAY WANTED.**

WANTED—100 Cars Oat Straw.  
C. T. Hamilton, New Castle, Pa.

**HAY & STRAW WANTED**—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

**HAY & STRAW WANTED**—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

**ALL KINDS OF HAY WANTED**, especially No. 1 Timothy. For further particulars address the Monroe Model Mill, Monroe, Wis.

**HAY WANTED**—10 to 20 cars No. 1 and 2 Timothy Hay in large and medium bales. Quote us your prices. General Supply Co., Worcester, Mass.

**GOOD HAY WANTED**—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal.

**The Toledo Field Seed Co.****Clover and Timothy Seed**

Consignments solicited. Send us your samples.

Toledo, Ohio.

**GRAIN WANTED.**

**SALVAGE GRAIN.** We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

**WANTED**—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

**MR. MILLER—DO YOU WANT PURE** virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

**FLOUR FOR SALE.**

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

**IF YOU WANT**

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

**G. S. MANN, Seed Broker**

930 Postal Tel. Bldg. CHICAGO, ILL.

**PROPOSALS.**

**GOVERNORS ISLAND, N. Y. H., Aug. 1, 1912.**—Sealed proposals in triplicate, for furnishing, commencing Oct. 1, 1912, Forage and Straw required in Eastern Division, during the year ending June 30, 1913, will be received here until 10 a. m., Aug. 30, 1912. Information furnished on application. Chief Quartermaster.

**PROPOSALS FOR FLOUR, OATS, DRIED FRUITS, ETC.**—Department of the Interior, Office of Indian Affairs, Washington, D. C., August 12, 1912. Sealed proposals, plainly marked on the outside of the envelope "Proposals for flour, oats, dried fruits, etc.," as the case may be, and addressed to the "Commissioner of Indian Affairs, Sixteenth and Canal Streets, Chicago, Ill.," will be received until 2 o'clock p. m. of Tuesday, September 17, 1912, and then opened, for furnishing the Indian Service with canned tomatoes, corn meal, cracked wheat, dried fruit, feed, flour, hominy, oats, and rolled oats, during the fiscal year ending June 30, 1913. Bids must be made out on Government Blanks. Schedules giving all necessary information for bidders will be furnished on application to the Indian Office, Washington, D. C., the U. S. Indian Warehouse at New York City, Chicago, Ill., St. Louis, Mo., Omaha, Nebr., and San Francisco, Cal. The department reserves the right to reject any and all bids, or any part of any bid. R. G. VALENTINE, Commissioner.

**SEEDS**

Grain, Clover and Grass Seeds,

**CHAS. E. PRUNTY,**

7, 9 and 11 South Main St. SAINT LOUIS

**KEEP POSTED.****GRAIN DEALERS JOURNAL**

La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

**What have you?****FOR SALE**

An Elevator  
Machinery  
Seeds

**Do you want?**

An Elevator  
Machinery  
Position  
Partner  
Seeds  
Help

**Grain Dealers Journal**

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 20 cents per type line.

**Duplicating Scale Ticket Book**

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

**Grain Dealers Journal**

LaSalle Street, Chicago, Ill.



# SEEDS FOR SALE—WANTED

## SEEDS WANTED.

**WANTED FIELD SEEDS**, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

**TIMOTHY SEED SAMPLES WANTED.** Whenever you can offer. National Seed Co., Louisville, Ky.

**SEED WHEAT FOR SALE**—Millers, grain dealers, seed men, all wanting good seed wheat, can readily satisfy their want thru an advertisement in the "Seeds Wanted" columns of the Grain Dealers Journal.

**If Your Business**  
isn't worth advertising  
advertise it for sale

## SEEDS FOR SALE.

**MILLET SEED FOR SALE**—I can fill your wants for millet seed. Address E. A. Coufal, David City, Neb.

**ALFALFA SEED FOR SALE**—New crop, irrigated, recleaned, seamless bags; car lots. Reinhardt & Co., Growers, McKinney, Tex.

**SEED WHEAT FOR SALE.** We have a few cars of choice Missouri Soft Winter Wheat at popular prices. Will furnish samples and prices on application. Eaton-McClelland Commission Co., St. Louis, Mo.

**TIMOTHY SEED FOR SALE**—If you want the very best TIMOTHY SEED right from the heart of the timothy seed section of Iowa, write us stating how much you want. We will send samples and prices. Our seed was never better. Ottumwa Seed Co., Ottumwa, Iowa.

**We Buy and Sell**  
Wheat Screenings, Cane seed, Salvage Wheat, Kafir Corn. Write or wire for prices.  
HENRY LICHTIG GRAIN CO., Kansas City, Mo.

## John A. Salzer Seed Co.

GROWERS and DEALERS of  
**FARM and GARDEN SEEDS**

LA CROSSE, - WISCONSIN

**FUTURES**  
Clover—Alsike—Timothy  
**SOUTHWORTH & COMPANY**  
Produce Ex., TOLEDO, O.

**SEED WE BUY AND SELL SEED**  
Established 1838 SEED OF ALL KINDS Incorporated 1904  
Write or Wire Us  
**The J. M. McCullough's Sons Co.**  
316 Walnut St., CINCINNATI, Ohio

## KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS  
Field Seeds a Specialty  
NORTH MANCHESTER, INDIANA

**THE ILLINOIS SEED CO., Chicago, Ill.**

## WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND  
ALFALFA CLOVERS, RED TOP, MILLETS,  
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

**Can You Offer**  
Cane - Millet - Clover - Pop Corn  
Send Samples  
**J. G. Peppard Seed Co.**  
Kansas City, Mo.

## W. H. Small & Co.

EVANSVILLE, INDIANA

## Eclipse Poultry Feed

Absolutely sure Egg Producer.  
Hens lay summer and winter.  
It shows results; increases trade

Write for Prices

**Have 10,000 Bu. CHICKEN FEED WHEAT on hand**

Wire or Write for Samples and Prices

## HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

THE ALBERT

# DICKINSON

COMPANY

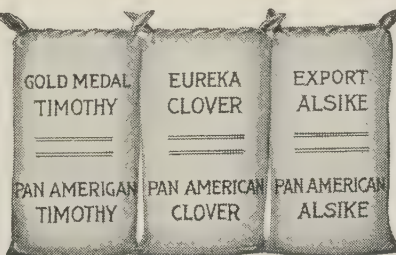
## SEEDS

Timothy  
Clover  
Flax  
Agricultural

Grain Bags  
Pop-Corn  
Seed Corn  
Beans, Peas

CHICAGO

MINNEAPOLIS



Timothy—Red Clover—Alsike—  
Alfalfa—White Clover—Crimson  
Clover—Canada Bluegrass—Ken-  
tucky Bluegrass—Redtop—Millet  
—Lawn Seed—Orchard Grass—  
Seed Grains—Peas—Popcorn, etc.

## Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited



## Minneapolis Seed Company

Minneapolis, Minn.

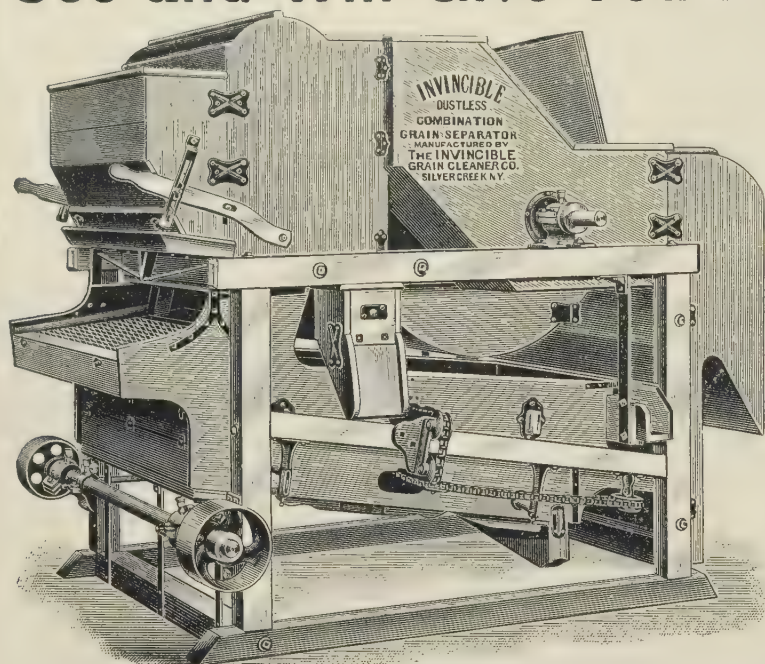
# SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices



## Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

### Invincible Grain Cleaner Co., Silver Creek, N. Y.

F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.  
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.  
C. WILKINSON, 6027, Chestnut St., Philadelphia, Pa.  
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED  
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.  
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.  
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky. STRONG-SCOTT MFG. CO., Minneapolis, Minn.

## WHERE TO BUY CARTERVILLE COAL AND WHY?

600,000 tons annually.

You should at least **investigate** our **product** and **prices** before placing your orders, whether large or small.

Our mine, 225 feet deep and the **biggest** producer in Southern Illinois, is located at Johnston City, Williamson County, Illinois, only two miles south of the **Franklin County** line. Why pay twenty-five cents or even **five** cents per ton more for coal mined from the **same** vein a few miles farther north just because it is called **Franklin County**?

We make all domestic and steam sizes, including a 3x2 Nut and a 2x1 $\frac{1}{4}$  Nut, **hand-picked** and **re-screened** in a new revolving screen just installed. Why pay fancy prices for **Washed** coal when you can get a carefully sized nut of equal heat value for much **less money**?

Two railroads, the C. & E. I. and Missouri Pacific, with their connections, give us competitive rates to nearly all points.

We handle only our own product and thereby absolute uniformity of **grade** and **quality** is secured.

Write us for descriptive circular and delivered prices **before** buying elsewhere.

EVERY CAR GUARANTEED.

## JOHNSTON CITY COAL COMPANY

Old Colony Building

Chicago, Illinois



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

## Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

## SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.

A Red Wrapper on your Journal means your subscription has expired.

## THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

## LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., AUGUST 25, 1912

KANSAS CITY received its first car of new corn last week, which emphasized the fact that Oklahoma will have a share in increasing the car famine this fall.

NEW OATS have been rained on so frequently and copiously as to give new life to the railroad claim of natural shrinkage of grain in transit, due to evaporation of moisture.

THE GRAIN DEALER who is not loyal to the town in which he does business cannot expect the local merchants and townspeople to waste very much time or energy in boosting his business.

ROTTEN, musty corn in the bottom of uncleaned bins is causing some shipments of oats to be discounted heavily. Did you clean each bin, boot and sink before starting to handle the new crop?

THE ADVANCE in lake freight rates on grain would seem to indicate that the vessel owners are convinced that more freight will be offered soon for transportation than both rail and water facilities can care for.

THE CROOKS in the grain trade would seldom succeed in swindling established members of the trade if their methods were advertised by sufferers each time. Nothing cures crookedness so quickly or perfectly as publicity.

THE GRAIN dealer who attempts to do business without a printed letter-head places in question his responsibility and his regularity. Pencil scratches on scraps of paper cause recipients to wonder how long he has been in business, and the first question is, "Has he any investment?"

COUNTRY SHIPPERS should not lose sight of the fact that damp mixed grain is meeting with heavy discounts in every market, and it behooves them to discount their purchases accordingly or do business at a loss. Those so fortunate as to possess a drier should dry the damp grain for farmers' account.

KANSAS CITY'S Board of Trade has amended its rules so that hereafter in emergencies its Board of Directors will have authority to make grain in cars on track regular for delivery on contracts. Evidently some members are as short on wheat, as that market and nearly every other central market is short of storage room.

THE GROWTH and development of corn has been so greatly retarded by cool wet weather during the last three weeks, many crop prophets are now predicting that King Corn will have the race of his life to escape Jack Frost, and even if the corn does mature and ripen before the coming of killing frosts, much of the crop will be very soft and need immediate drying.

SENATOR McCUMBER'S grain inspection bill has escaped action at the present session of Congress. Its author has given up hope of getting any consideration until the next session, and from present prospects little will be accomplished during the last session of the present Congress, because the parties and factions are so busy pulling hair they have little time to consider anything else.

BUYERS in central markets who desire to reinspect their purchases should be permitted to do so, but if they do not reject the grain by 11 a. m. the following day the sale should stand. They should not be permitted to speculate with sellers' property beyond that hour. If given more time the grain will have a chance to deteriorate before original owner has the right to resell. Sellers can not be expected to guarantee indefinitely the grade of their grain.

WHEN country elevator men refuse to sell grain on bids for "3 or better" track buyers will cease trying to buy the better grades at a fair price for No. 3. Shippers who sell on such bids are even more to blame for the continuation of the practice than the buyers sending out such bids, for they know that if the buyers could get from them No. 2 grade of grain on purchases of No. 4, they would gladly do it and be foolish not to accept when the sellers were agreeable and made delivery of the grain.

NEW OATS are sprouting in the shock and heating in cars and bins. The shipper with a good drier is in an advantageous position to realize a handsome profit from handling damp oats, as few central market buyers are willing to pay the price of oats for water.

WHEN country elevator operators obtain more positive convictions regarding the cost of handling grain thru the elevator, the margin of profit will be increased to meet their necessities. Too many shippers are doing business for the fun of it, and many weak-backed ones are following suit, because they do not dare demand reasonable compensation for their services.

GRAIN TRADE rules will be more generally studied and respected when the different rule making bodies join hands and adopt trade rules fair and equitable to all interests. The multiplicity of rule-making bodies and the wide variation in the rules discourage dealers who attempt to master all of the rules. The adoption of uniform rules would so simplify their task as to make it easy and inviting.

SHIPPERS who load their cars to the roof must expect the grain to be graded subject to reinspection at unloading, if graded at all. Political inspectors go wrong so often they cannot afford to attempt to grade grain which they cannot sample. Overloading cars not only delays the grading of the grain and handicaps its sale, but it also greatly increases the chance of its being wrecked or transferred to two cars at the expense of the loader.

THE ELEVATOR man who is in need of repairs of any kind will be wise to have the new parts on hand before the break in machinery comes. The congestion of grain shipping facilities long promised is near at hand, and the elevator which is unable to receive grain because of the non-arrival of much needed parts for repairs will prove a very expensive house to operate this fall. Place your elevator in condition to stand the strain of heavy receipts for some time.

EVERYONE identified with the railroad world is working overtime in an earnest effort to impress upon shippers and receivers the necessity of releasing cars promptly so as to increase the carrying capacity of all railroads and thereby help to relieve if not prevent a car famine. Unless something very unexpected happens the central markets will be in continuous congestion after the crop starts to move. Especially must trouble be expected at Chicago, St. Louis, Kansas City and Toledo as each of these markets has lost a number of grain storehouses during recent years. More storage room is needed in each market and the railroads should provide it promptly and thereby make possible the quick unloading of cars.



"BOYS KEEP OUT" signs will soon be posted in every elevator, if the sacrifice of a child life for the privilege of turning the elevator into a playhouse is not soon checked.

AN OHIO elevator was burned recently, as the result of a lantern being filled with gasoline instead of kerosene. If this explosive is to be stored about the elevator it should be plainly marked, that no one could possibly make such a dangerous error.

GRAIN DEALERS who are in the habit of settling out-of-town indebtedness with checks on local banks should read the plea of the Millers Insurance Co. on page 310, this number. Sending local checks far from home gives the distant banker all the excuse he wants for scalping it. The banker will not guarantee the collection of a local check, but nevertheless insists on having part of it for trying to collect it. As a rule country banks are perfectly willing to issue drafts on central depositories for money wanted without charge, and it would be much better and far less expensive if bank drafts were always used in transferring credits to distant points.

THE LONGER the samplers delay the delivery of the samples taken from cars in central markets, and the longer the political inspectors delay reporting the grade of grain arriving the less value is the service. Time is a large element in this work. The sample or the shipment itself may change materially before the department has made delivery or reported the result of its work, so that the inspection department could never be depended upon in bad weather and resampling and reinspection would be the rule instead of the exception. The unloading of cars would be deferred at least one more day, and the shipper's bill for interest on advances increased. Shippers need more efficient and prompt service and will not listen to the proposed porpoise methods.

SUFFOCATION in grain bins is becoming so common, something must be done soon by elevator owners to reduce the number of deaths due to this cause, or some of the state legislatures will undertake to provide rigid and expensive regulations of grain elevators which may prove just as impracticable as it will be objectionable to the elevator owners. In the majority of large storage plants, the bins are now being covered and no ladders provided. When it becomes necessary for anyone to go into the bin, he is let down into it with a heavy rope and windlass. The adoption of this practice in small country elevators would not be very expensive and would save some lives every month, as no one would ever enter a bin without a couple of men being stationed at the opening above to operate the windlass.

THE GRAIN dealer who persists in talking about the weights of competitors attracts attention to his own.

TEXAS WHEAT is so light that many dealers are testing every wagonload received, in order to determine its value. Some of it tests very low.

SCOOPERS are making much trouble for regular shippers of Indiana and Ohio and no doubt will continue, so long as the receivers of central markets encourage these irresponsibles.

PROSPECTS for a bumper crop in the Northwest has stimulated the demand for grain elevators, with the result that more houses have changed hands recently than for a year past and more elevators will be operated this season than for many years past. Every grain dealer is busy as a beaver placing elevators in prime condition to handle the new crop.

THE COMMERCE Court has been saved to the shipping public for a few months longer, or until Mar. 5th, 1913. The shippers of the country need a special court fully posted on transportation matters to facilitate the prompt adjudication of mooted points in interstate commerce, but unless the shippers of the country make a fight for the court, it seems likely that the politicians will do away with it.

TIPPING for cars has already become prevalent among grain men on the Wabash, who are anxious to get their grain to market, and some who offer as much as \$3 for a car are unable to get any. It should not be necessary for would-be grain shippers to be a party to this petty graft. Three dollars spent in formal notices to the railroad officials would obtain a number of cars and insure more attention to later demands for cars needed.

ANOTHER mill has pleaded guilty to the charge of adulterating feedstuffs and paid its fine, as is noticed in "Feedstuffs" this number. Feed manufacturers who adulterate their product and attempt to pass it off on an unsuspecting public for the pure thing, are directly responsible for all the legislative regulation which now encumbers feedstuffs manufacturers everywhere. Had the manufacturers always delivered what they sold and marked it in plain letters, the cost of feedstuffs would not have been greatly increased to consumers, by reason of such regulation and inspection. The present method of detecting and preventing adulteration places a great burden on the entire trade, whereas had a heavy fine of \$5,000 or \$10,000 been provided for the manufacturer caught in attempting to market adulterated feedstuffs for what it was not, the cost of the regulation would have been placed upon the wrong-doers, instead of as it is at present, upon all identified with the trade.

A SOUTH DAKOTA bank cashier who was also bookkeeper for a local elevator company has become deeply involved financially. It seems that personal checks were charged against the elevator, fire insurance premiums collected twice and other charges made which were not justified. If this company had been a firm believer in co-operation and placed its insurance with the mutual companies making a specialty of grain elevators, premiums would not have been paid twice.

SHIPPERS everywhere will be pleased to learn that the Pomerene bill, which provides for uniform Bs/L, and is the fairest, squarest bill yet presented to Congress, has finally been passed by the Senate. The bill, in the interest of all business, should be promptly passed by the House. Shippers who have the interest of their business at heart will promptly wire and write their representatives in the lower house in Congress, insisting that this bill be brought to a vote and passed. Shippers need it.

In reversing the decision of the lower court, the Court of Appeals decrees that there was no evidence to convict the Hall-Baker Grain Co. of a violation of the Pure Food & Drugs Act. The court holds that the Hall-Baker Grain Co. acted in good faith and had a right to believe that the grading of the Missouri State inspector was correct. The court holds that the Pure Food & Drugs Act was not designed to trap business men who are following the regular customs and practices in their lines of trade, when such practices are not based on deception or fraud.

FREE STORAGE may attract some business, but it will also drive some grain to competing elevators, because the farmer who desires to sell the minute he delivers will naturally presume that the giver of free storage is giving it primarily to cinch business, and with the expectation of paying less for the grain than would be given by a dealer buying only for immediate sale. Many elevator operators have long since recognized this and in the interests of their own business have discontinued giving free storage and they also refuse to advance money. Notwithstanding that most of the progressive elevator operators of Illinois long since discontinued the giving of free storage, the manager of an elevator at Martinton recently advertised to store oats *without* charge. It would appear that he is also offering to take in oats without any limitation as to time. If any dealer can say one word in defense of giving free storage, we would be pleased to give room to the defense in the Journal. Frequently we have asked dealers whom we knew were giving free storage, to defend their action in our columns, but not once has any attempted to do it.



THE STANDARDIZATION of rules governing the grading of grain and uniform grading under those rules are two things very much needed by the grain trade and very much wanted by the rank and file. While the attainment of either may be a long way off, still both are nearer realization by the persistent agitation of the subject by the associations. When all of the trade organizations agree upon what they want, no doubt the Agricultural Department will gladly assist in bringing about its general adoption.

SOME STATES now have laws forbidding country grain elevator men to ship out grain stored for others until they have become the actual owners of it by purchase. This is a timely regulation. Many elevator men who wish to accommodate their farmer patrons have taken in grain, expecting to hold it only a short time, until the farmers wanted to sell, and then found it necessary to ship out the grain and hedge against it in order to have room to handle the grain of farmers who were free sellers. Storing farmer's grain is all right if you have plenty of room and you charge a fair compensation for your space and service; otherwise it is a very expensive imposition, which oftentimes greatly handicaps the elevator owner.

THE KANSAS Board of Health is very likely to get into much trouble if it insists upon branding wheat which contains 1½ lbs. of weed seeds "adulterated." The growers of wheat are up in arms, and have presented formal protests against the rule. So many weeds grow in their fields that they declare it impracticable to reduce to the percentage desired by the Board of Health. Chemical laboratory theorists will experience much difficulty in forcing their ideals upon the wheat growers. It is not right that the farmer should be given the value of wheat for his weed seed, but his crop should not be branded adulterated simply because he has no facilities for removing the seeds of weeds which grow wild in his fields. If he is fairly docked for the weed seeds contained, he cannot kick and will take steps to prevent the recurrence of the mixture.

## NOT GUILTY OF VIOLATING PURE FOOD LAW.

The grain trade at large will be delighted to hear that the U. S. Circuit Court of Appeals at St. Louis has granted a new trial in the case of the U. S. against the Hall-Baker Grain Co. Judge McPherson of the lower court held the defendant to be guilty of a violation of the Pure Food & Drugs Act. This is the case in which the Hall-Baker Grain Co. sold wheat to the Walker Grain Co. of Ft. Worth, Tex. The order was filled out of a public elevator, on a certificate issued by the Missouri State Grain Inspection Dept. The sellers never handled the wheat. The market went down and the Ft. Worth buyers claimed the grain was not as graded or what was bot, so asked the government to confiscate it.

If the government were successful in helping every shyster who attempted to escape the penalty of the falling market, it would surely have its hands full. As a new trial has been ordered in this case, it will be some months before the members of the trade will know their rights in similar cases.

## LEAKING IN TRANSIT.

The members of the trade who have contributed reports of cars seen leaking grain in transit, for publication in our leaking car department, should be much encouraged by the results accruing. During 1910 218 cars were reported to us as having been seen leaking. During 1911 the number fell to 165 cars, and during the first seven months and a half of 1912 only 76 cars were reported as having been seen leaking grain in transit.

The reports also would seem to indicate that the principal grain carrying roads have become convinced that great losses result from their attempted use of poor equipment for transporting grain.

During 1910 6 Santa Fe cars were seen leaking. None have been reported since then.

C. & N. W. cars seen leaking during 1910 numbered 14; last year 10 and up to the middle of August this year only 2.

C., B. & Q. cars seen leaking, 1910, 4; 1911, 8, and 3 up to Aug. 15th, 1912.

C., M. & St. P. cars—1910, 20; 1911, 11; 1912, 5.

C., R. I. & P. cars—1910, 13; 1911, 2; 1912, 1.

Ill. C. cars—1910, 14; 1911, 19; 1912, 5.

L. S. & M. S. cars—1910, 5; 1911, 0; 1912, 3.

Missouri Pacific—1910, 6; 1911, 2; 1912, 0.

N. Y. C. & H. R.—1910, 4; 1911, 11; 1912, 1.

P. R. R.—1910, 11; 1911, 2; 1912, 1.

Wabash—1910, 8; 1911, 27; 1912, 11.

Soo—1910, 1; 1911, 4; 1912, 3.

Great Northern—1910, 4; 1911, 6; 1912, 0.

Northern Pacific—1910, 6; 1911, 8; 1912, 0.

More Wabash cars were reported leaking during the 2 yrs, 7½ mos. than any other road, with the Ill. C., St. Paul and Northwestern following in close order, and the Wabash has so few box cars that the percentage of them shown by our reports to be in bad condition is much larger than any other road, to-wit: .42 of 1% were seen leaking, while only .13 of 1% of the Illinois Central cars were reported leaking, .12 of 1% of the C., M. & St. P. and .08 of 1% of the C. & N. W. cars. The proportion of the Big Four's cars in bad condition is also large in comparison with other railroads, being .08 of 1%.

The agitation against entrusting grain to weak, worn out cars for transportation is rapidly bearing fruit. Few railroads do not fully appreciate that it is shortsighted policy to insist on such cars being used. Not only do they lose the freight on the grain strewn along the way, but they often find it necessary to pay for the grain. Shippers can help to a further elimination of poor cars by protesting against being forced to put grain into them and by reporting each leak seen to the trade thru our Leaky Car column. Nothing impresses the claim agent so strongly with the necessity of better cars being provided as to be confronted with absolute proof of the cars having wasted grain along the way. We feel certain that the reports published have been helpful and beneficial not only to the grain shippers of the country, but also to the grain carriers.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

O. S. L. 10198 passed thru Topeka, Ind., Aug. 23, leaking oats at end door.—A. E. Barfell, mgr. Nathan Grain Co.

N. P. 37317 passed thru Oriska, N. D., Aug. 22, leaking badly on side between door and end.—J. E. Tierney.

St. Paul 202202 passed thru Hartley, Ia., Aug. 22, leaking corn at side door.—C. H. Betts.

G. N. 11380 passed thru Cayuga, N. D., Aug. 19, leaking wheat inside of sill. I repaired damage to the best of my ability, while train was standing.—F. L. Smith, ag't Cargill Elevtr. Co.

G. N. & W. 10210 passed thru Tipton, Ill. (P. O. St. Joseph, Ill.), Aug. 16, leaking yellow corn over trucks.—J. A. Towne, mgr. Dryer & Burt.

C. H. & D. 46255 passed thru Arlington, Ind., Aug. 15, east bound, leaking oats at door.—Hutchinson & Son.

C. M. & St. P. 68092 passed thru Rock Valley, Ia., Aug. 14, leaking wheat over draw bar. Half bushel ran out in 5 minutes.—L. L. Druly, % J. H. Dole & Co., Chicago.

Penn 577151 passed thru Ambia, Ind., Aug. 15, leaking oats at side of car.—Ambia Grain Co.

B. & O. 68290 passed thru Morristown, Ind., Aug. 14, leaking white oats thru weather boarding.—Mull Grain Co.

M. P. 27703 passed thru Sherdahl, Kan., leaking wheat about two feet to side of king bolt. Car was picked up at Mt. Clare, Neb. Gave trainmen sacks to repair leak.—J. W. Berry, Scandia, Kan.

Ann Arbor 4492 passed thru Amboy, Ind., Aug. 13, leaking side of car.—Lavengood Grain Co., per Daniel Lavengood.

I. C. 23437 passed thru Latham, Ill., south bound, Aug. 12, leaking white oats over truck.—Farmers Grain Co., per E. E. Rice, Mgr.

B. & O. 183455 passed thru Wheatland, Ind., Aug. 11, leaking wheat on side.—Walker & Chambers.

C. & N. W. 66840 passed thru Griffin, Ind., Aug. 5 over I. C. Ry., leaking wheat badly.—Garrett & Schnarr.

M. & St. L. 60116 was set off at Hedrick, Ia., July 31, loaded with oats and leaking at bottom of side door. Billed to Milwaukee.—Hedrick Grain Co.

C. S. 28042 passed thru Browns, Ill., Aug. 8, eastbound on the Southern R. R., leaking corn at side of car.—Browns Elevtr. Co.

C. H. & D. 17817 passed thru Medora, Ind., Aug. 5, over the B. & O. road leaking badly from one end. Car badly damaged.—Medora Mill Co.

Wabash 66394 passed thru Colburn, Ind., Aug. 5, leaking wheat over rear truck, either thru floor or over end of flooring.—W. F. Noble.

T. & P. 5779 passed thru Edgewood, Ill., Aug. 2, leaking shelled corn.—Jno. M. Lieb & Son.

T. St. L. & W. 3380 passed through Vin-ton, Ia., Aug. 2, leaking oats on account of broken truck.—Spike & Co.

St. Paul 38146 passed thru Templeton, Ia., Aug. 2, leaking white corn. Grain door was broken but I fixed it to the best of my ability.—J. N. Loeltz, mgr. Templeton Farmers Elevtr. Co.

Frisco 32749 passed thru Wheatland, Ind., Aug. 1, leaking badly at both ends.—Walker & Chambers.

Wabash 67607 on train No. 71 westbound, passed thru Milmine, Ill., July 27, leaking over trucks. Repaired damage best of my ability.—T. E. Hamman, Hamman Bros.

M. St. P. & Ste. M. 15678 passed thru Struble, Ia., July 25, going north, leaking over north end draw bar.—C. M. Ogden, mgr. Farmers Elevtr. Co.

T. & P. 51351 leaked so much between Milmine and Bement, Ill., that train crew had to stop enroute and repair car. Broken door post and damaged side.—Hamman Bros., Milmine, Ill.

C. B. & Q. 97858 passed thru Bushnell, Ill., July 22, leaking corn at end.—Geo. W. Cole.



## THE DREAMERS.

Hats off to the dreamer who works at his dream.  
Who follows the fantasy through,  
Who seizes the vision and figures and schemes  
At making the dream come true;  
But the dreamer who lives for his visions alone,  
Throw him out—he's a drone!

## Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

## WICKHAM'S METHOD OF FORGERY

*Grain Dealers Journal:* While we can not tell definitely how Harry Wickham manipulated the Bs/L, we understand that he forged the original Bs/L; or in other words, made copies of them and got his cars delivered on the copies.

When he came to make his yearly settlement with the bank he took the genuine or original Bs/L and changed the dates on them, making draft for these cars on the Globe Milling Co., of Los Angeles, Cal. He immediately left the country and by the time the drafts were protested and returned he was out of reach.—Salina Produce Co., Salina, Kan.

## THE ADVANTAGES OF DUPLICATING SCALE TICKETS.

*Grain Dealers Journal:* Having had nine years' experience in charge of accounts of large line elevator companies, I am prompted to write a few lines in response to an article in a recent issue of your Journal regarding the value of duplicating scale tickets in buying and settling for grain bot from farmers.

As a rule, the farmers when making deliveries are to the letter careful, and sometimes a little more so—suspicious, both as to the weights and as to the value of his grain; so the grain buyer should be equally cautious to guard against any irregularities or mistakes in duplicating wagon loads or extensions in his figures when making settlement. Experience tells us that it is not always a pleasant task to make collections or secure refunds when over-payments are made.

Many problems must be met when conditions and circumstances force them upon us, therefore a correct system of handling the business must be adopted and a few specific rules should be laid down and strictly followed. I find, for instance, that the scale book should be made for obtaining original and duplicate scale tickets for each load of grain received. On this ticket should be the name of the farmer, date, number, test and grade of grain, gross, tare and net weight, price per bushel and value (amount) placed upon this ticket. As a safeguard the buyer or weigher should have some means of positive identification at hand, say have a rubber stamp (red ink) with words,

"Tickets must be returned when payment is wanted." Adhering to this rule, emphasize its value by making the farmer come across with these original tickets before paying him, and I believe you will obtain good results. When the farmer brings in tickets, check them over with

your duplicate, if you have any doubt as to regularity, and a clear record is established with little friction and, seldom, if any, comebacks or unpleasantness.—J. A. Halley, Kansas City, Mo.

## PREMIUM FOR THE "OR BETTER" GRADES.

*Grain Dealers Journal:* We are very much interested in F. W.'s inquiry with reference to the application of shipments grading higher or lower than the grade contracted.

It has always been our belief that the shipper should receive pay for the quality of grain he ships, and that the buyer should pay for the quality he receives, unless he has previously informed the seller that the purchase is for a special purpose and higher grades will not bring any premium thereon; or to express it in other language, if the buyer knowingly accepts gain of a higher grade than that contracted, he should pay for the grade he accepts.

We have never fancied the almost universal custom of buying grain on a basis of "three or better" because it seems to us that the businesslike way would be to buy on a basis of number two, with an agreed or fixed discount for lower grades; then the seller gets pay for what he ships and the buyer gets just what he pays for. No doubt many buyers will differ with us on this point, but we are sincere in believing it the most equitable.

Here in Kansas we are confronted with a similar condition with regard to wheat. Every dealer in the Southwest knows that the Dark Hard Wheat is stronger, contains more gluten and is worth more money than the ordinary yellow berry hard, and that for the same reason strictly Turkey Hard Wheat is worth more than the Dark Hard, and commands a premium over both. Acting upon our convictions as above stated, our card bids specify a certain price for Turkey, another for Dark and another for the ordinary hard wheat. If a customer wishes to sell us Turkey wheat, we are willing to pay him what Turkey wheat is worth; if he sells the Dark, we pay him full value for that. If it is yellow or ordinary, we pay the market for that. In other words, we pay for what we receive. We have to contend with bids which simply read "2 Hard Wheat" and these bids, like the bids for "three or better corn," are higher than the actual value of the yellow or ordinary hard will justify, because the buyer "gambles" on getting enough Dark and Turkey wheat at less than its true value to more than offset his receipts of yellow wheat, just the same as the buyer of "3 or better corn" pays more than strictly 3 corn will justify, because he counts on getting more than enough number two to make up the difference.

During late years we hear much about shipping grain on consignment, and letting it sell on its merits, and some shippers think it pays them better to do so; possibly it may under such an inequitable system of bidding, but why should it? Is it the businesslike way to leave the sale of one's goods wholly to someone else? If Mr. Buyer is willing to pay for the kind and quality, as well as the quantity of grain bot, and Mr. Seller gets the benefit of increased value for his better grades, where can there be any advantage in consignments? Would not track sales then be better than consignments, so that the owner of the grain can control the sale and terms, and sell at such times as he thinks best instead of taking whatever he can get on day of arrival, regardless

of market conditions? Who has a better right to determine the time, the price, the conditions and terms of a sale than the owner of the goods sold, and why should he throw away these rights and pay another a "commission" for doing what he can do equally as well or better?

We may be mistaken, but we firmly believe that if every bidder throughout the country would be careful to arrange his bids so they would be equitable, so that he and the seller would be on equal terms, and have equal advantages, shippers would get more for their grain, and consumers would get their supplies for less money, for duplicated, often triplicated, terminal charges would be eliminated.—Yours very sincerely, A. H. Bennett, Topeka, Kan.

## WANTS REMEDY FOR POOR CARS.

*Editor Grain Dealers Journal:* I have often read the Journal's admonitions to shippers to carefully cooper each car and to make sure that it is in fit condition to deliver all grain at destination. I think you are pulling the wrong string. You should go after the railroads and induce them to prepare cars properly for grain. No other class of shippers do so much work on box cars as shippers of grain and none pay more freight.

I have been loading grain for thirty years on the C. B. & Q. R. R., and I believe it is as good a road as any. I feel certain that I have put in a full year repairing and rebuilding cars. This morning myself and one man worked hard for one hour and a half getting a car in fit condition to receive grain. Last year we had just loaded a car with wheat, when freight crew, in attempting to pick up car, hit it such a blow as to knock both end posts out. At our request car was set back on track and it took three of us fully three hours to stop the leak. It went thru to Chicago without a loss. We filed a small bill for labor and material in repairing the car, but the C. B. & Q. R. R. never even answered our communication. Each year we use 2 kegs of nails and considerable lumber, repairing cars, yet they will not reimburse us for the material or compensate us for the labor. The freight officials write that when we get a bad car we should refuse it. Some of the worst cars delivered to us are said to have come direct from the repair shops. That may be, but they were not fit for grain, and it was necessary for us to spend much labor in placing them in condition to transport our shipments.

When our elevator is full of grain and farmers anxious to deliver more to us, we are eager to make room for it, hence try to place cars in condition to relieve our congestion and accommodate the farmers. The railroad officials know this, and are content to permit us to do the work they should pay for. I believe grain shippers should find some remedy for this imposition. If the railroad companies persist in refusing to compensate us for our labor and reimburse us for material used in rebuilding their cars, then we should join hands and sue them frequently, until they are induced to provide good cars, or pay us for repairing their poor cars. I believe grain shippers are the only class who patronize the railroad companies and work for them without any compensation.

I would like to hear from other shippers along this line. I feel certain that all must suffer from the poor service of the railroad companies. Very respectfully, B. F. Green, Riggston, Ill.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### WHO CAN BEAT THIS CAR?

*Grain Dealers Journal:* On Aug. 5 we loaded O. S. L. car No. 10689 with 3,426.28 bus. of oats. This car was sold to J. S. Lapham & Co., of Detroit, Mich., and was graded standard white oats. It was weighed on the public elevator scales.

This is the largest carload of oats we ever shipped. Can anyone beat it?—W. F. Noble, foreman for Robert Alexander, Colburn, Ind.

### THRU RATE NO HIGHER THAN COMBINATION OF LOCALS.— LIABILITY FOR SHORTAGE.

*Grain Dealers Journal:* In one of the recent issues of the Journal mention was made of two important rulings, one that a railroad should not charge a thru rate higher than the combination of the locals, and the other that in the event of a shortage the burden was on the railroad company to show that the car was not properly loaded with full weight. I would like specific data with regard to each of the rulings.—A. S. Lewis, Dallas, Tex.

**Ans.:** The correction of thru rates which exceed the lowest combination was ordered by the Interstate Commerce Commission March 16 as Fourth Section Order No. 839 and General Order No. 11.

The railroad company was held liable for shortage in weight of cotton in the case of Illinois Central R. R. Co. v. Doughty. Court of Appeals of Georgia. 73 South-eastern Rep. 541. On account of shortage in the weight of grain at loading point and at unloading point the Northwestern Elevator Co., of Minneapolis, Minn., on June 20 was awarded judgment for \$417 against the Great Northern Ry., in a test case, without evidence that cars had been in leaky condition.

### DEMURRAGE RULE ON EMPTIES.

*Grain Dealers Journal:* Please send me the rules governing the charging of demurrage on cars that have been set on the siding for loading. Can the railroad company charge demurrage before cars have been placed at loading spout ready to be loaded?—E. B. Adamson, mgr. Carlos City Grain Co., Carlos, Ind.

**Ans.:** Until Sept. 1 shippers are working under the old rule as follows:

"(e) On cars to be delivered on any other than public delivery tracks, time will be computed from the first 7:00 a. m. after actual or constructive placement on such tracks. See Rule 4 (Notification) and Rules 5 and 6 (Constructive Placement)."

(a) Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must give the consignor written notice of all cars which he has been unable to place because of condition of the private track, or because of other conditions attributable to the consignor. This will be considered constructive placement. (See Rule 3 a.)

On Sept. 1 the new code of demurrage rules will go into effect whereby demurrage cannot be charged unless and until the car has been set at the spout designated by the shipper, as provided in Rule 3, sec. d following:

Sec. d. On cars to be delivered on any other than public delivery tracks, time will be computed from the first 7 a. m. after actual or constructive placement on such tracks. See Rule 4 (Notification) and Rules 5 and 6 (Constructive Placement).

Note.—Actual placement is made when a car is placed in an accessible position for loading or unloading, or at a point previously designated by the consignor or consignee.

### RULES FOR GRADES OF OATS.

*Grain Dealers Journal:* What are the specifications of No. 2 and No. 3 Texas rust proof and Oklahoma oats? Is there a standard grade of the Illinois, Indiana and Ohio oat?—R. T. Levy & Co., Knoxville, Tenn.

**Ans.:** The rule for grading Texas red rust proof oats at Ft. Worth, Tex., and Chicago, Ill., and elsewhere that the uniform rules of the Grain Dealers National Ass'n are in effect is "No. 2 red oats, or rust proof shall be  $\frac{3}{4}$  red, sweet, dry and shall not contain more than 2 per cent of dirt or foreign matter, and weigh not less than 30 lbs. to the measured bushel."

The rule for No. 3 is the same except that 5 per cent of dirt is permissible and the weight 24 lbs.

The rules of the Oklahoma State Grain Commission are slightly different, providing a test weight of 32 lbs. for No. 2 and 28 lbs. for No. 3 red rust proof oats.

Standard oats is a grade in effect at Chicago under the rules of the Illinois State Grain Inspection Dept., as follows: "Standard white oats shall be 92 per cent white, dry, sweet, shall not contain more than 2 per cent of dirt and 2 per cent of other grain, and weigh not less than 28 lbs. to the measured bushel."

### COURT DECISIONS ON LOSS IN TRANSIT.

*Grain Dealers Journal:* Grain dealers who have retained me to enforce collection of claims against the railroad companies for shortages and losses in transit have suggested that the Grain Dealers Journal had cases at hand in which such losses were involved. I would appreciate the style of the case and the courts in which they were disposed of.—Clement H. Yost, attorney, Amarillo, Tex.

**Ans.:** Every decision of every court of last resort in every state and in the United States courts involving loss of grain in transit during the past eight years has been reported in the column "Supreme Court Decisions," giving the legal points governing the decision, the names of the parties, the court, and the volume and page of the law reports in which they will be found.

Very few claims have been resisted by the carriers to the court of last resort. One of the leading cases is Wm. A. Duncan v. Great Northern Ry. Co., in the Supreme Court of North Dakota, to recover for leakage from car in transit, reported in the Grain Dealers Journal, Jan. 25, 1909, page 115; and in the Northwestern Reporter, Vol. 118, page 826.

### BUYER OR SELLER TO PAY FREIGHT ON SALE DELIVERED?

*Grain Dealers Journal:* When a sale of grain is made on a delivered basis at a certain fixed price believing the freight rate to be 9c per 100 lbs., and the shipper gets out the shipment and obtains from the originating line a B/L showing the rate to be 9c, can the buyer who paid the freight after arrival at destination at the 9c rate and all accounts were closed, recover from the shipper in the event that the railroad company issued a correction of the freight rate making it 10c and collected from the buyer \$4.80 additional freight? Is the shipper in turn under obligation to reimburse the receiver?—T. P. Riddle, Lima, O.

**Ans.:** On a sale delivered the seller agrees to pay all charges to destination including freight, protecting the buyer against errors in billing the charges, hence the shipper is under obligation to reimburse the buyer if the corrected expense bill shows a higher rate to be applicable, even if the account had been closed and the balance remitted to seller.

In turn the shipper has or ought to have recourse by claim or suit against the rail-

road company to recover his loss due to the carrier's blunder.

### FILTHY EMPTIES.

*Grain Dealers Journal:* We are hearing some talk of a car shortage in this locality. Altho threshing has only begun few empty cars are available here.

Our worst trouble is to clean out the cars after the "hoboes" have been using them for a bedroom and a closet. It is something that should be stopped. It is of no use to seal the cars, for they break seals as fast as we can put them on. I wish someone would suggest a remedy.—F. L. Smith, agent Cargill Elevator Co., Cayuga, N. D.

**Ans.** Shippers shud refuse to load cars which are not in fit condition to receive grain.

### WHO SHOULD PAY DEMURRAGE?

*Grain Dealers Journal:* When consignee cannot unload car owing to failure of the B/L to arrive who should pay the demurrage?

We released a car within the free time after we obtained the B/L and possession; but the railroad company charged us demurrage from the time car was set in for unloading.

The delay was caused by the B/L being sent in a roundabout way.—F. Elevator Co.

**Ans.:** The railroad company is entitled to demurrage for delay caused by consignor. Consignee should pay the railroad all legitimate demurrage and make claim back on consignor for the amount, stating for his information the time car was placed for unloading and the date B/L arrived, so that consignee likewise can make claim if there is a third party responsible for delay in transmitting the documents.

### INSURANCE ON CONSIGNMENT IN ELEVATOR?

*Grain Dealers Journal:* "Commission Man" asks in this column July 25 whether or not he is right in charging a shipper the insurance on a car of corn sent to elevator by specific instructions of shipper for handling.

The receiver feels that his action in charging the insurance to the shipper is warranted if that is the custom in most markets. In this I agree with him; but would add that he need not look to custom to back up his course.

Strict business principles warrant the charge of insurance; for two reasons, first the expense incurred for the benefit of the shipper; second the receiver had advanced to the shipper nearly all the grain was worth, on his draft. If the elevator burned and the grain was lost the receiver would be left to hold the bag.

In rare cases that the shipper does not make draft against B/L the receiver of course would be willing to let the shipper bear his own risk if the latter indicated his choice.—A. R. Thomas.

The quantity of wheat marketed during the crop year 1911-12 by the farmers in the United States amounted to approximately 561,000,000 bus. in comparison with 564,000,000 bus. marketed in 1910-11, as reported by the Bureau of Statistics.

Total receipts of wheat at the leading primary markets for seven weeks since July 1, as compiled by the Cincinnati Price Current, aggregated 24,992,000 bus. of winter wheat and 14,677,000 bus. of spring wheat, making a total of 39,669,000 bus.; compared with 18,832,000 bus. of winter wheat and 30,000,000 bus. of spring wheat, or a total of 48,832,000 bus. in the corresponding period of 1911.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### IDAHO.

Rathdrum, Ida., Aug. 19.—Crops best in 10 years; wheat 15 to 23 bus.; rye 20 to 25 bus.; oats 70 bus. Rain the past week stopped harvest and threshing.—S. L. Farnsworth.

### ILLINOIS.

Lindenwood, Ill., Aug. 12.—Oats in critical condition; corn two weeks late; nearly every stalk has two ears.—Geo. R. Read.

Springfield, Ill.—The broom corn acreage in Illinois is 86%, compared with 1911, and the condition of the crop is about 88% of normal.—Ill. State Board of Agriculture.

Flanagan, Ill., Aug. 14.—Threshing delayed on account of rain; oats turning out 45 to 50 bus.; good quality. Corn 15 to 20 days late; very uneven; about 70% acreage.—Locker Bros.

Tiskilwa, Ill., Aug. 14.—Big crop of good oats; rain delaying threshing; farmers not selling oats. About 20% of old corn in farmers' hands; corn will move as soon as threshing is finished; most of corn late and poor stand.—H. E. Curtis, of Tiskilwa Grain Co.

Manito, Ill., Aug. 21.—Oats threshing practically completed; 35 to 75 bus.; fine quality. Corn growing rapidly; had abundant rain and now hot weather. Fall plowing being done; usual acreage of wheat will be sown.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Jacksonville, Ill., Aug. 15.—In some places dealers are storing oats; in others farmers are building bins for storage; all seem determined not to sell as it seems that there is no question as to prices going up; oats threshing started; yield very good, 50 to 75 bus.; testing 33 to 361 lbs.; country will be full of them; best quality; late ones not so heavy, some very light and choppy. No. 3; more will be fed than is usual on account of poor corn. Corn prospects not so good; much of it late; not yet tasseled out; poor stand; certainly don't look promising even with plenty of rain.—R. S. Nelson.

Urbana, Ill., Aug. 12.—The following report is made up from estimates from 571 stations in 62 counties north of the Vandalia R. R. and including the counties of Lawrence, Wabash and White: Oats: 549 report average yield at 50.22 bus.; 450 report quality as fine, excellent and good; 68 report quality as fair; 28 report quality as No. 3; 9 report quality as poor. Acreage for 1912, 4,238,000 acres, indicating a crop of 212,832,000 bus. Corn: 541 report present condition at 77.08%; 531 report crop late, an average of 2.76 weeks; 509 estimate balance of last year's crop in farmers' hands, 8.71%, or 29,175,000 bus.; acreage for 1912, 10,702,000 acres, an increase of 552,000 acres; present condition indicates yield of 31.19 bus. per acre, or 333,795,000 bus.; corn green, healthy and in good growing condition; moisture generally sufficient; warm weather essential to fully mature a crop. S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

### INDIANA.

Frankfort, Ind.—Oats 60 to 80 bus.; corn promises well if frost stays off 4 or 5 weeks.—Wallace & Strange.

Colfax, Ind., Aug. 21.—Corn prospect extra good; well matured. Too much rain for threshing; oats and wheat damaged in shock; ½ still in field.—J. W. Wile, Wile Seed Co.

### IOWA.

Whittemore, Ia., Aug. 16.—Too much rain; very little threshing done; grain growing in shock; oats 50 to 60 bus.—W. Lancaster.

Gladbrook, Ia., Aug. 15.—Threshing well along; crops good; winter wheat 30 to 35 bus.; barley 30 to 40 bus.; spring wheat 20 to 25 bus.; oats 50 to 65 bus.; all good quality. Barley moving freely; not many oats yet; corn looks good but late.—Dreesen & Rehder.

Kelly, Ia., Aug. 22.—Shock threshing half done; oats 50 to 74 bus.; wheat 26 to 43 bus. Recent rains kept corn from maturing; will be out of frost in three weeks with reasonably fair weather; never looked more promising.—J. M. Johnston, mgr. S. E. Squires Grain Co.

### KANSAS.

Scandia, Kan., Aug. 15.—Corn growing finely and unless early frost, yield will be as big as last year.—J. W. Berry.

Almena, Kan., Aug. 18.—Recent rains make corn very promising; wheat turning out better than estimated.—M. S. Mellor.

Munden, Kan., Aug. 20.—Shock threshing about over; most of wheat binned; plenty of rain and big corn crop assured.—F. B. Janasek.

Hudson, Kan., Aug. 10.—Wheat very short; too dry last fall; half was plowed up and put in corn; balance making 5 to 20 bus. Corn coming fine; acreage doubled; rains in last 12 days assure a good crop. Wheat ground being prepared.—G. H. Immer, sec'y and mgr. Hudson Grain & Supply Co.

### MINNESOTA.

Pipestone, Minn., Aug. 8.—Small grain fine; large yield.—O. P. Nason.

Briceville, Minn., Aug. 19.—Oats 50 to 70 bus.; wheat 17 to 25.—J. O. Lund.

Truman, Minn., Aug. 19.—Oats 45 to 55 bus. One field velvet chaff wheat went 10 bus.—L. Dahms.

Triumph, Minn., Aug. 19.—Splendid crops of all kinds of grain; oats 60 to 80 bus.—James Meehan, agt. Western Elvtr. Co.

Cass Lake, Minn., Aug. 20.—Corn doing well but not enough to supply the demand.—Al. J. Hole, sec'y Northern Seed Co.

Pipestone, Minn., Aug. 8.—Oats will yield 50 bus.; barley light, 35 to 40 bus.; test 53 bus.—I. L. Demaray, mgr. Farmers Co-op. Co.

Wood Lake, Minn., Aug. 10.—Good crops here; wheat 15 to 25 bus.; oats 50 to 60 bus., and barley 25 to 40 bus.—Erick Johnson.

Wendell, Minn., Aug. 16.—Crops good, but barley will be badly colored, all feed stuff.—M. M. Johnson, agt. Osborne-McMillan Elvtr. Co.

Luverne, Minn., Aug. 8.—Oats will yield 40 to 50 bus.; acreage about same as last year. Corn looking fairly good; acreage same as last year.—John P. Coffey.

Garvin, Minn., Aug. 17.—Grain yields very good; had only one good day for threshing; entirely too much rain; barley and oats badly stained.—Peterson & Webb.

St. John, Minn., Aug. 9.—Barley good, but stained; test 45 to 48 lbs. Wheat and oats excellent; corn in good condition.—W. L. Callison, mgr. Farmers Co-op. Elvtr. Co.

St. James, Minn., Aug. 9.—Oats 40 to 60 bus.; colored; good weight. Barley 35 to 40 bus.; good quality but stained. Very little moving now.—C. A. Serkland, mgr. Farmers Grain Co.

East Grand Forks, Minn., Aug. 20.—Barley and oats will be all done this week; unfavorable weather for threshing; light crop on account of hot weather early in season.—Anton Anderson.

Ashby, Minn., Aug. 19.—Crops good; harvesting finished; wheat 20 to 30 bus., oats 35 to 50 bus., barley 25 to 45 bus., rye 20 to 40 bus. and flax 15 bus.—C. E. Thorstenon, agt. Northwestern Elvtr. Co.

St. James, Minn., Aug. 9.—Wheat 15 bus.; farmers threshing barley and oats; expect a heavy movement as soon as weather is favorable for hauling. O. Danielson, grain buyer St. James Mfg. Co.

Luverne, Minn., Aug. 8.—Barley 35 to 40 bus.; colored; fairly good quality. Wheat good; very little moving now but expect a heavy movement of oats and barley soon.—E. E. Maloney.

Pipestone, Minn., Aug. 8.—Wheat good; acreage increased 50%. Corn looking good, but late; needs 60 days of good growing weather to make good crop.—H. T. Fitzpatrick, agt. Northwestern Elvtr. Co.

St. Peter, Minn., Aug. 16.—Wheat, oats, barley and rye good; some threshing done; wet weather hindering both; stacking and threshing. Corn growing fine; a little late; with average fall will ripen before frost.—E. J. Matteson.

Beardsley, Minn., Aug. 19.—Crops good; high quality but being rapidly reduced in condition by heavy and continued rains. Wheat testing 60 to 64 lbs.; yield 20 bus.; oats, barley, rye and flax proportionately good.—A. B. Gillette.

Mankato, Minn., Aug. 10.—Barley will yield from 25 to 45 bus.; stained from recent rains; fair quality. Wheat and oats good. Farmers delayed in threshing on account of heavy rain. Corn looking good.—Hubbard & Palmer Co.

F. L. Washburn, State Entomologist of Minnesota, says that he is of the opinion that the mysterious bug or insect which has been inflicting slight damage to the wheat in the Dakotas and Minnesota, is the wheat stem maggot, which is sometimes wrongfully called the joint worm.

Kasota, Minn., Aug. 10.—Barley 30 bus.; good quality but stained. Oats 50 bus.; good weight. Wheat good quality; probably yield 20 bus. Recent rains delayed threshing. Prospects for fine crop of corn; two weeks late, will have a bumper crop if frost holds off.—S. M. Granger, supt. Hubbard & Palmer Co.

Minneapolis, Minn., Aug. 14.—Minnesota, North and South Dakota received general rains followed by cool weather; harvesting seriously hindered; development of all grain delayed; weather conditions more favorable. Harvesting in Southern Minnesota and South Dakota completed and some threshing done. In North Dakota harvesting about half finished; very little threshing of any grain other than rye and barley done as yet. Yields of grain in Southern Minnesota: Blue stem wheat, 18 to 20 bus.; velvet chaff, 20 bus.; barley 35 bus.; oats 50 to 55 bus.; rye 25 to 30 bus. South Dakota yields show: Blue stem wheat, 15 to 18 bus.; velvet chaff 15 to 20 bus.; durum wheat 18 bus.; barley 30 to 35 bus.; oats, 45 to 50 bus.; rye, 20 to 22 bus.—The Van Dusen-Harrington Co.

Minneapolis, Minn., Aug. 16.—“Not in the 23 years that I have been in the service of the state have I handled such material. Of course, we have not had enough samples to strike an average in all lines, but every indication is that the general harvest will consist of the best grade of grains ever obtained in the Northwest. All lines so far have tested out away above the average. The new wheat grade is away up. No. 1 hard scarcely could be better. The only drawback in the wheat is the smut in the velvet chaff variety. There really is a large amount of smut in this variety and it's practically the only unfavorable feature so far found. As far as quality is concerned, there is nothing below No. 2, with the exception of the smutty wheat. Rye is better than I ever have seen it and barley is testing far above normal. The general test weight of rye runs from 51 to 55 lbs. per bus. The majority of the samples we have tested in the last few days have run from 54 to 58 lbs. Wheat has run from 59 to 64 lbs. This is a wonderful quality. The only wheat that has not tested up to an unusual average came in from Iowa, where the climatic conditions early in the season were unfavorable.”—G. H. Tunell, chief deputy inspector of state grain dept.

### MISSOURI.

Hughesville, Mo., Aug. 9.—Wheat averages 20 bus.; oats 50 bus.; corn promises 50 to 75 bus. Wheat and corn acreage big; oats light. Hay crop heavy.—Jno. N. McNeese.

Fairfax, Mo., Aug. 20.—Good rain today; corn previously looking good; now assured a bumper crop. Handled 20,000 bus. new wheat out of the new crop with as much to follow; about 75,000 bus. old corn yet to come to market; oats good.—J. O. McClinck.

### NEBRASKA.

Sunol, Neb., Aug. 11.—Crops better than the average; wheat 20 bus.—L. F. Demers.

Julian, Neb., Aug. 16.—Too much rain; ¼ of wheat sprouting badly in shock.—L. W. Sage.

Crab Orchard, Neb., Aug. 19.—Wheat 22½ bus.; quality fine; test 62½ bus.—S. L. Wirick, agt. Central Granaries Co.

Merna, Neb., Aug. 8.—Wheat being threshed; running from 12 to 25 bus.; fine quality. Plenty of rain; crops all look well. Farmers inclined to hold wheat for better prices.—The Crete Mills.

Primrose, Neb., Aug. 16.—Corn looks fair; have had 2 inches of rain in last two weeks. Wheat 20 bus.; ½ being hauled from machine to elvtr. Oats very light and chaffy; yield 15 bus.—C. A. Harlen.

### NORTH DAKOTA.

Moffitt, N. D., Aug. 12.—Crops best ever grown here in 30 years.—Valentine Benz.

Drayton, N. D., Aug. 22.—Late barley, oats and flax looking fine.—Nils R. Facklind.

Garrison, N. D., Aug. 20.—Crops are very good.—J. A. Schauer, mgr. Keim & Schauer.

Driscoll, N. D., Aug. 20.—Too much rain; help scarce; all grain looking fine; more hail than usual.—K. A. Ersland, Equity Grain & Merc. Co.



Bordulac, N. D., Aug. 16.—Cutting of grain in full swing; wheat 25 to 30 bus. Had carload of winter rye that went 12 bus. Crops looking good. Twine shortage relieved, but prices high.—H. A. Aker, mgr. Bordulac Farmers' Elvtr. Co.

## OHIO.

Houston, O., Aug. 19.—Lots of rain; oats damaged in shock; corn 75% of a crop; no wheat to speak of.—Farmers Elvtr. Co.

Metamora, O., Aug. 15.—No wheat here; good crop oats; corn prospects normal.—C. E. Otto, mgr. Farmers Grain & Coal Co.

Minster, O., Aug. 14.—Wheat ¼ of crop; full crop of oats but too much rain. Corn looks O. K.; will have good crop if weather keeps favorable.—Theo. B. Steineman.

Hamilton, O., Aug. 19.—Wheat poor quality; ½ of a crop. Oats average crop; good quality. Corn planted late account of rains; ⅓ of crop. Hay quality good; ½ crop.—Cass M. Elliott.

Lima, O., Aug. 22.—Nearly all oats very poor quality in natural state; scoop shovel shipments bound to be of inferior quality.—T. P. Riddle, sec'y Hay & Grain Producers & Shippers Ass'n of Northwestern Ohio.

Dresden, O., Aug. 16.—Wheat less than ½ a crop; good quality. Hay big crop. Will have big corn crop with favorable weather to mature it; old corn about all gone. Plenty of rain, making ground fine for fall plowing.—Dresden Grain & Supply Co.

Cincinnati, O., Aug. 22.—Copious rains in Ohio and surrounding states during August have been a boon to the uncut corn crop. Wheat threshing was late and only recently finished. Farmers up state say they will be ready to cut corn as usual during the first few days of September.—M.

Galion, O., Aug. 14.—Oats badly damaged by recent rains; large percentage still in field; very few threshed before rain. A severe hail storm July 30 destroyed thousands of acres of oats and corn; oats in path of storm not worth cutting and have not been harvested at all.—Switzer & White.

Selma, O., Aug. 14.—Wheat fine quality; ¼ of a crop. Corn making fine growth; with late fall will have an average crop. Commenced to have rains Aug. 1. Bulk of oats still in field; some sprouting in shock; some threshed make 50 bus.; good weight. Rye testing 57 lbs.; yield 25 to 27 bus.—R. G. Calvert.

Columbus, O., Aug. 1.—Wheat prospect compared with normal yield 40%; threshing in progress; yield for state 6 bus. per acre; total 6,479,364 bus.; some sprouting in shock account of wet weather; average date of harvest July 6; estimated are harvested 53% of acreage harvested in 1911. Oats prospects 105%; increase of 7% since July 1; heavy rains in some sections has badly lodged oats and kept late oats from filling well; area 25% over last year; estimated yield 59,154,500 bus. compared with 46,442,742 bus. in 1911; average date of harvest July 21. Barley average date of harvest July 14; rye July 7. Corn doing fine; very uneven on account of so much re-planting; wet grounds retarding cultivation. and the weeds growing fast. Some sections visited by a severe hail storm the latter part of July, stripping the corn badly.—Ohio Dept. of Agri.

## OKLAHOMA.

Frederick, Okla., Aug. 10.—Corn prospects fairly good; wheat about all marketed.—Alexander Grain Co.

## SOUTH DAKOTA.

Dalton, S. D., Aug. 9.—Big crop beginning to move slowly; quality fair to good.—Dan J. Graber.

Harrisburg, S. D., Aug. 9.—Small grain good quality; threshing now on; has been held back on account of rains.—N. A. Stomback.

Crooks, S. D., Aug. 8.—New grain moving; oats 50 bus.; barley from 35 to 40 bus.; good weight, slightly colored; spring wheat good quality, not much seeded.—Gust Burk.

## TEXAS.

Dallas, Tex.—Texas made a fair crop of oats and wheat. On account of excessive dry, hot weather corn is going to be light.—A. S. Lewis.

Fort Worth, Tex., Aug. 17.—Corn in north and central Texas quite spotted; will reduce my estimate of crop to 125,000,000 bus.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

## WISCONSIN.

Elmwood, Wis., Aug. 19.—Not much grain moving; farmers holding for higher prices.—Elmwood Lbr. & Grain Co.

Madison, Wis., Aug. 1.—General average condition of corn crop in state is 84% normal; some sections report considerable damage by grub worms. Winter wheat will average 22 bus.; winter rye, 18 bus.; barley, 33 bus.; oats, 40 bus.—J. A. MacKenzie, sec'y State Board of Agri.

## FOREIGN CROPS.

Rome, Italy, Aug. 19. [Cable to U. S. Dept. of Agriculture.] The International Institute of Agriculture reports the condition of cereal crops in Russia such as to predict yields above the average.

Preliminary figures of this year's production of the crops below specified, in the countries named, are as follows:

—Bushels. (000 omitted.)—				
Countries.	Wheat.	Rye.	Barley.	Oats.
Prussia .....	90,472	346,444	81,125	387,444
Bulgaria .....	63,750	12,400	18,373	.....
Canada .....	187,927	.....	32,520	340,022
Egypt .....	28,948	.....	10,845	.....
Belgium .....	.....	22,518	.....	.....
Denmark .....	.....	18,038	25,655	52,468
Hungary .....	.....	.....	.....	87,549

Estimated production of corn: Spain, 25,984,000 bus.; Egypt, 76,448,000 bus.

Estimated production of rice: Spain, 8,564,000 bus.; Egypt, 14,500,000 bus.

## DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks has been as follows:

## DECEMBER WHEAT.

	Aug. 12.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 19.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 23.	Aug. 24.
Chicago .....	92 3/4	93	92 1/4	92 3/4	93 1/4	93 1/4	92 3/4	92 3/4	92 3/4	93	93 1/4	93 3/4
Minneapolis .....	92 3/4	92 3/4	92 3/4	92 3/4	93	92 3/4	92 3/4	92 3/4	92 3/4	92 1/2	92	92 1/2
Duluth .....	93 3/4	93 3/4	92 3/4	93 1/4	93 3/4	94	93 3/4	93 3/4	92 1/4	92 1/4	92 3/4	93 3/4
St. Louis .....	92 3/4	93 3/4	92 3/4	93 1/4	94	94	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4
Kansas City .....	87 1/4	87 1/4	87 1/4	87 1/4	88 1/4	88 1/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	88 1/4
Milwaukee .....	92 1/4	92 3/4	92 3/4	92 3/4	93 1/4	93 1/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	93 3/4
Toledo .....	108 1/4	109 1/4	110	109 1/4	111 1/4	112 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	112
New York .....	100 1/4	100 3/4	100 1/4	100 1/4	101	101 3/4	100 3/4	100 3/4	100 3/4	100 3/4	101	101 1/4
Baltimore .....	97 1/4	98	97 3/4	99	98 3/4	99 3/4	99 3/4	99 3/4	99 3/4	99 3/4	100 1/4	100 1/4
Winnipeg .....	.....	89 1/4	88 3/4	88 3/4	89 3/4	89 3/4	89 3/4	89 3/4	89 3/4	89 3/4	89 3/4	90 1/4
Liverpool .....	104 1/4	104 1/4	104 1/4	104 1/4	105	105	104 1/4	104 1/4	104 1/4	104 1/4	106	107 1/4
Budapest .....	126 3/4	127	126 1/4	126 1/4	126 1/4	.....	127 1/4	.....	126 3/4	126 3/4	127 1/4	127 3/4

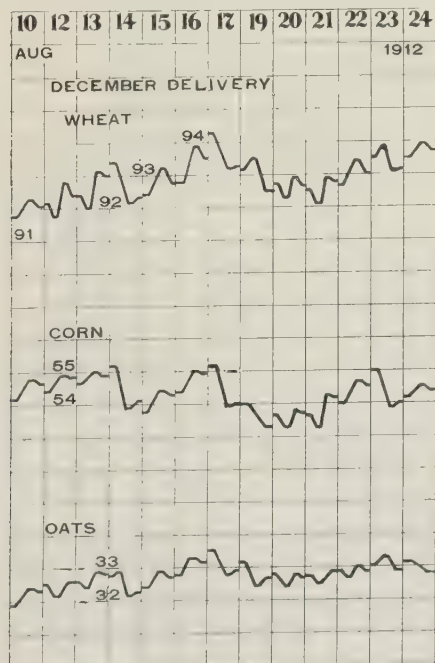
## DECEMBER CORN.

	Aug. 12.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 19.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 23.	Aug. 24.
Chicago .....	54 3/4	54 3/4	54	54 1/4	54 3/4	54	53 1/4	53 3/4	54 1/4	54 1/4	54	54 3/4
*Baltimore .....	77 1/4	78	78	80 1/2	81	81	81 1/2	82 1/4	82	82	85	86
Kansas City .....	51 3/4	52	51	50 3/4	51 1/4	50 3/4	49 3/4	50	50	50 1/4	50	50 3/4
St. Louis .....	52 3/4	53	52 1/4	52 1/4	52 3/4	51 3/4	50 3/4	51 1/4	51 1/4	51 1/4	51 3/4	51 3/4
Liverpool .....	64 3/4	63	65 1/4	65 1/4	65 3/4	66	65 3/4	65 1/4	65 3/4	66 3/4	67 1/4	68

†October delivery. \*Spot. †September.

## Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years, see the Journal's Chart Book.





## SEX IN CEREAL PLANTS?

Cereal plants are male and female. Plant your wheat and barley as you breed chickens. Roosters won't lay eggs and male plants will not produce much grain.

This astonishing discovery was made by Charles Phillips of Chouteau, Okla. He made it after 59 years of close observation and experiments, during which time he studied nature twixt the hours of sunset and sunrise. In a long letter to Gov. Cruce of Oklahoma, Mr. Phillips tells the world how he did it.

Every evening he stole out about sundown and mingled with the corn and wheat, the oats and the trees of the forests. He would mingle until sunrise the following morning. His mingling showed him the male and female wheat flowers gently caressing each other in the soft light of the moon. He could hear the corn whispering sweet nothings in the other's ear.

Even the trees mingled and altho Mr. Phillips does not mention it, he can undoubtedly testify to the jealousy and domestic infelicity of the giant oak, rooted to one spot and wedded to a carping, fault finding "Dame Van Winkle" sort of oak female.

Mr. Phillips is coldly scientific in his letter to Oklahoma's chief executive. He says:

"I have found the male and female in all the timbers of the forests. Half of the wheat is male, and therefore produces very little grain. That is why we are running short every year. The same is true with oats, corn and cotton."

He explains that in planting corn he puts the corn from two male ears with that of twenty female ears, and says he never has any rotten corn or smut. With wheat, he puts five male grains with 100 female grains and declares that the male make pollen enough for the entire field.

The result is a bumper crop of corn or wheat.

"Germany's yield per acre in wheat last year was 29½ bus.," he says, "while ours was only 14 bus. We can, in the



Oklahoma's Amateur Scientist Discovering the Mating of Sexes in Cereals.

next two years, however, make 30 bus. to the acre by selecting female seed."

Unfortunately, he's talking through his hat, or something worse.

The Garton-Cooper Seed Co., Sugar Grove, Ill., which has experimented for many years, and is recognized as an authority thruout the world, cautiously remarks in a letter to The Journal: "We beg to state that we are more or less surprised."

As a matter of fact, D. S. Blair, manager of the Garton-Cooper Seed Co., plainly states that all cereals are what are known as inbred, that is, the flower is complete, the stamens being the male

part and the pistil the female part of the flower. The stamens manufacture pollen, which falls on the pistil, subsequently causing fertilization. Further these organs are so surrounded by the glume that no pollen escapes and the result is that barley, oats or wheat planted within a foot of each other can not mix. Instead of there being any male berries and female berries in the wheat, the berry is the result of the fertilization of the female part of the flower by the male part and the berry itself is in fact the young plant. It contains not only the germ showing a rudimentary stem and root but food material to help along the little plant until the roots get well started.

In regard to corn, the tassel is the stamen or male portion and the ear is the pistil or female portion. Quite naturally corn will mix as far as the wind will blow the pollen. The pollen falls on the silk and fertilization takes place, much as in the case of wheat.

An amendment to the pure food law has been passed by the House of Representatives, which will compel all containers of food for sale in interstate commerce to be labeled as to weight, quantity or numerical contents. Lacking this, all such packages will be deemed misbranded.

The seventh International Dry-Farming Congress will be held in Lethbridge, Alberta, Canada, Oct. 21-26. Sectional conventions will be held as follows: "Soil, Tillage Methods and Machinery," "Crops and Crop Breeding," "Agricultural Education" and "Farm Management." Officers of the International Dry-Farming Congress are John A. Widtsoe, president and John T. Burns, executive Sec'y-Treas. For information address W. D. Finley, Lethbridge, Alberta, Canada.

## Why A. Kindheart Now Enforces His Rule Against Children.



A Pleasant Time at an Awful Cost and the Blame on the Elevator Man.



## NEW ELEVATOR AT OKLAHOMA City.

Oklahoma and the southwest is blessed with a climate that grows to perfection many plants that can not be cultivated farther north, and the land owner enjoys the privilege of producing such crops as the markets or his fancy may dictate. In past years buyers of the crops have been slow to invest heavily in facilities to handle a single farm product; but Oklahoma now seems to be permanently lodged among the ranks of the states producing grain.

One of the enterprising dealers willing to provide the needed facilities is C. Y. Semple, who built the new elevator and warehouse at Oklahoma City, shown in the engraving herewith. This plant is designed to handle a general business in grain, hay, mill feed and flour. Mr. Semple grinds all kinds of feed, and unloads and stores hay for the public and sells for the account of shippers when desired.

The elevator has bin space for 50,000 bus. of grain, and the warehouse, which is 3 stories high, 50x180 ft., will store 200 cars.

Grain is weighed in over a Richardson Automatic Scale in the top of the house, dropped into a check bin and reweighed over a Howe Hopper Scale set on a concrete foundation in the basement so that all grain entering or leaving the house is weighed on two separate scales.

Cars are unloaded by power shovels and the grain is elevated by three legs of a capacity of 1,250 bus. each per hour, discharging into the different bins thru a

Hall Distributor. The machinery is driven by two 40-h.p. electric motors. Walls and roofs of both elevator and warehouse are covered with corrugated iron.

The feed grinding equipment is very complete, comprising 30-inch, ball bearing, double Wolf Roller Mills, Wolf Giant Bran Packer and Wolf Gyrator, turning out 3,000 sacks of feed per 10-hour run. Feed and grain is sacked by Richardson Automatic Sackers. Grain is cleaned over two large Eureka Separators. A manlift gives convenient access to the cupola.

Make your orders plain. Always say "open" when you intend your orders to stand until filled or canceled. When sending new orders be sure an order of cancellation is made on old orders. Stop orders are always considered open unless otherwise stated.

A "market division" to the Agricultural Department, to be a clearing house for farmers and consumers in distributing farm produce and reducing the chance of shortage or over-supply, is the feature of a bill by Sen. Hoke Smith, which passed the Senate Aug. 21. A bureau will be established, whose duty will consist in part in investigating co-operative systems abroad, whereby farm products are placed in the hands of consumers. Information regarding supply and condition of the market in various parts of the country will be disseminated thru the medium of farmers' organizations and societies of consumers.

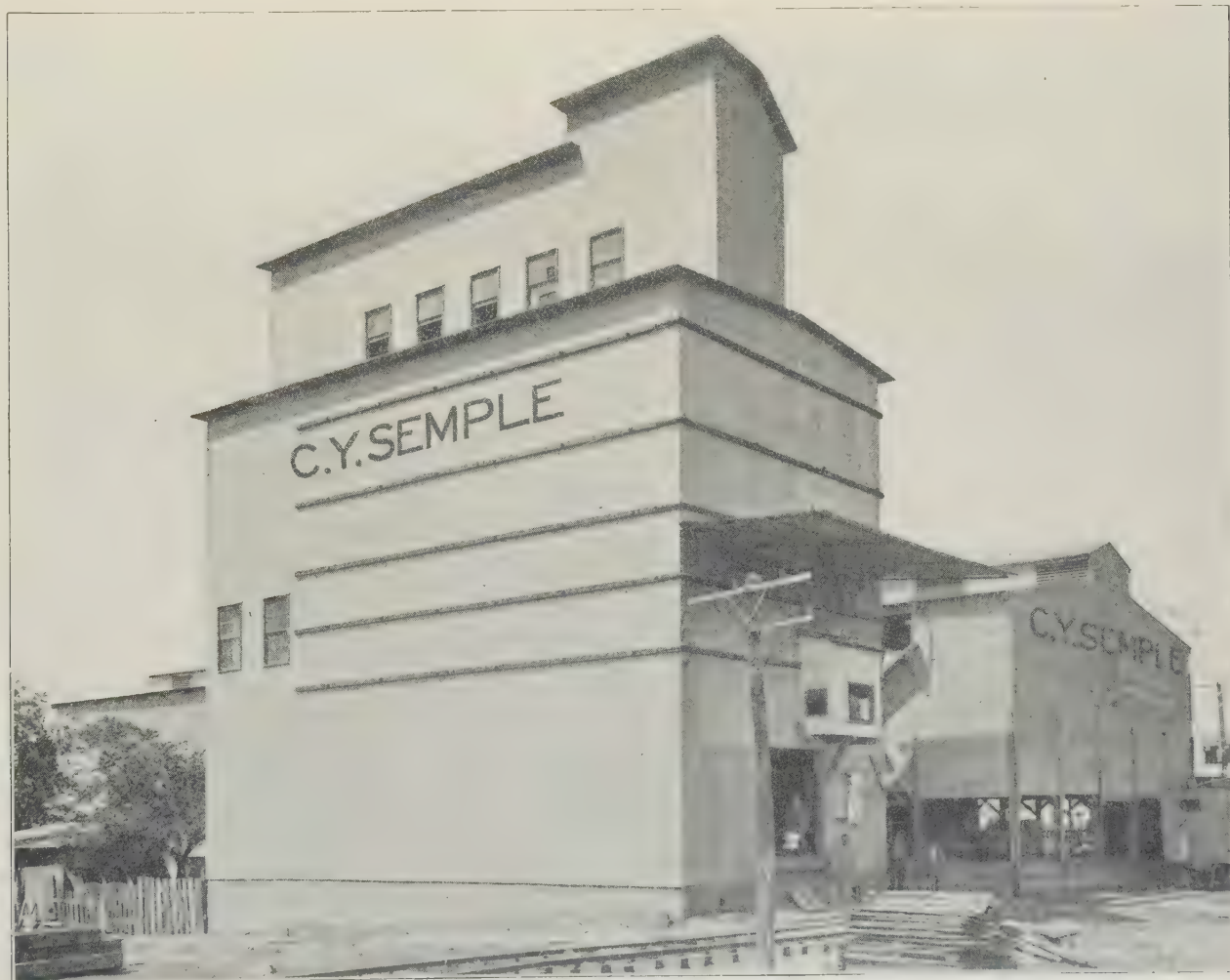
## Reparation Granted for Overcharges.

The Illinois Central has been ordered by the Interstate Commerce Commission to refund \$3,086.88 to six Chicago shippers for overcharges exacted by the railroads in shipping grain from points in Illinois and Indiana to Chicago and thence by lake to eastern points.

The biggest claim against the Illinois Central was that of J. C. Shaffer & Co., who received \$2,125.98 on account of an overcharge on 358 cars of corn, shipped from points in Illinois and Indiana to Chicago and thence by the lake route to Buffalo and other eastern points.

The Armour Grain Co., of Chicago, received a refund of \$45.29 on seven cars of corn. The Peavey Grain Co. received \$97.54 as a refund for over charge on thirteen cars of wheat. Albert Dickinson Co., of Chicago, was given a refund of \$563.23, overcharge on 26 cars of wheat. D. G. Patton & Co. were rebated \$254.23 by the Commission for an overcharge on 24 cars of grain and grain products shipped from various points in Iowa, Illinois and Tennessee to Jackson, Miss., and later shipped to other points in that state.

The settlement of disputes between business men by arbitration is found to be a shorter, cheaper and fairer method than entering into litigation before the courts. The voluntary arbitration, which becomes legal and binding, deprives the controversy between merchants of much of its venom.



New Grain Elevator and Warehouse of C. Y. Semple at Oklahoma City, Okla.





All Your Friends are Going to the Grain Dealers National Ass'n Convention at Norfolk, Va., Oct. 1, 2 and 3.

## NATIONAL ASS'N AT NORFOLK, Oct. 1.

TUESDAY, OCT. 1, 9:30 A. M.

Progress is being made in the preparation of the program for the sixteenth annual convention of the Grain Dealers National Ass'n, to be held at Norfolk, Va., Oct. 1, 2 and 3.

Call to order.

Invocation—Sparks W. Melton, D. D., pastor Freemason Street Baptist Church, Norfolk, Va.

Address of Welcome on Behalf of the Norfolk Board of Trade—Harry K. Wolcott, President.

Address of Welcome on Behalf of the City of Norfolk—W. R. Mayo, Mayor of Norfolk.

Welcome to the Old Dominion—William Hodges Mann, Governor of Virginia.

Railroad Building, Service and Revenues (Subject Suggested)—L. E. Johnson, President of the Norfolk & Western Railway, Roanoke, Va.

As will be seen from the above all arrangements have been completed for the Norfolk end of the program. Those who are to deliver the addresses of welcome have been named. Among these is the Governor of Virginia, who has a wide reputation throughout the south as an orator and graceful platform entertainer.

The speech of the President of the Norfolk & Western Ry is also expected to be of far more than ordinary interest. In handling his subject it is more than likely he will take the opportunity to discuss railroad rates and regulations from the standpoint of the railroad interests.

Sec'y Courcier, who is now in the south, stopped off at Norfolk Aug. 12, and met with the local entertainment committee. He also completed the hotel arrangements for the delegates. Those charged double prices at Omaha hope that a repetition of that extortion will be prevented.

He announces, in the report of his Norfolk visit, that the management of the Monticello Hotel, which is to be the convention headquarters, has placed at the disposal of the delegates either the Colonnade or the large dining room for the use of the sessions. A large parlor has also been offered for the display of grain samples.

The local entertainment committee has prepared a tentative program for the diversion of the delegates and their wives and daughters. This is an elaborate affair, embracing a wide variety of entertainment features. It includes automobile rides to the historic places in and around Norfolk, trip on the ocean, giving the delegates a view of the American warships in Hampton Roads, oyster bakes and other amusements.

When two competitors fight, neither wins.

The duty on corn shipped into Mexico has been suspended on account of the crop failure there, according to Augustin Pina, Mexican consul at Chicago.

## THE MOISTURE TEST.

From paper by Bert A. Boyd.

Much has been said and written on the subject of the moisture test as a factor in the grading of corn, and the consensus of opinion would seem to justify the conclusion that it is essential. While many thoughtful and successful grain dealers take the opposite view and sustain their contention by reference to past experience, yet it would seem that the changing conditions and quality should be taken into account. It is doubtless the experience and opinion of most grain dealers that corn has not matured and developed into a commercial condition within the last few years as formerly, the specific reason for which I leave to the scientific gentlemen to explain. It is my judgment that various elements have entered into and are responsible for the condition that has made the moisture tester a necessity.

Some have condemned the use of the moisture tester because they think it is not infallible. My experience justifies the conclusion that it registers correct results when properly handled and my further observation has been that in the reputable markets of the country the moisture tester has had a reasonable amount of skill and a high degree of honesty in its use.

In handling the recent corn crop it has developed that corn shipped even from "dry counties" carried enough water to satisfy the most enthusiastic Prohibitionist with whom I have had the honor of a personal acquaintance. Recently our grain comite in discussing the accuracy of the moisture tester, conceived the idea of a series of tests. We exchanged a number of samples with the U. S. Bureau of Grain Standardization of Decatur, Ill., by sending to them in air-tight containers our samples, and receiving their samples in the same manner, resulting in an average variation of 1-10 of one per cent in the entire number, some being identical. This experience would lead me to believe that there is a high degree of accuracy maintained in the use of these appliances.

Doubtless, many shippers who complain of this system of testing do not consider the influence of atmospheric conditions on grain in transit, as it is well known to the trade generally that corn will under certain conditions, absorb moisture to a very considerable degree.

East Indian gram (chick peas) is taking the place of American corn in Denmark, according to the report of E. D. Wilson, consul general, stationed at Copenhagen. The Danish farmers are able to obtain gram for 6 ore per Danish pound (\$0.0168 per 1.1 pounds) while American corn commands 7 to 7½ ore (\$0.0201 per 1.1 pounds). Gram is used principally as a feed for hogs. Experiments have demonstrated that it has a food value fully equal to corn. About 40,000 tons of gram have been imported into Denmark.

## MAKING HAY IN BARBADOS.

By Felix J. Koch.

Hay is a big crop in the Barbados. There is a reason. It requires little attention—at least little is given—and the grass keeps on growing the year round.

In the engraving herewith is shown a Barbados woman carrying a load of hay to market. The entire harvesting of the principal crop is in her hands. The natives of Barbados are similar in many respects to the American Indian, in that the women do the hard work. Consequently, while her lord and master takes his siesta in the shade of his house, the wife takes a sickle or her all useful *machete* in hand and proceeds to hack down the growth of hay that a wise Providence planted for them.

When the hay is cut it is tied in bundles for transportation to town. The means of transporting the crop is shown in the engraving. Many weary miles the women of Barbados trudge, bearing on their heads great wicker baskets of their own manufacture, containing all the hay they can carry.

Roosevelt refers to the old parties as "husks." Well, they don't acknowledge the kernel!

The Senate passed the Panama canal administration bill Aug. 9 providing free tolls for American ships with the exception of those vessels owned and operated by railroad companies. The bill passed by a vote of 47 to 15. The measure defeated the efforts of the Southern Pacific road, which controls the Pacific Mail Steamship Co. The Pacific Mail maintained a lobby in Washington, in hopes of having the prohibition to railroad-owned ships eliminated from the bill. As the bill passed, American coast line vessels will be allowed to pass thru the canal without conditions, while American foreign trade ships will be allowed the use of the canal without toll, if their owners agree to sell their vessels at a fair price to the United States in time of war or emergency.



Barbados Woman Carrying Hay to Market.



## HOW TO COLLECT FREIGHT Claims.

BY J. A. CONNOLLY.

I know from experience that the railroad companies have many dollars which rightfully belong to their patrons, as I have collected a great many claims of all descriptions, and especially grain claims, which have been respectfully declined by the freight claim departments.

**Records Necessary.**—For the presentation and collection of claims it is absolutely necessary that every elevator agent keep records, when I say records let it be understood that I mean records which are accurate and could be brought into court showing just what disposition was made of every pound of grain brought into the elevator and taken out. That is, whether shipped or disposed of locally. When the shipper keeps such a record as this the railroad company cannot say his records are in such shape that he is afraid to produce them, as they often do.

**Weights.**—I would also like to call your attention to the importance of the weighing and measuring of grain. If weighed in hopper scale no two consecutive drafts should be weighed the same number of pounds, as the argument advanced by the railroad company, providing a loss is claimed equal or nearly so to the amount of one draft, is that it was an error in weighing. For example, drafts should read 3140, 3160 and 3120; not 3140, 3140, 3160 and 3160, etc. The total weight should be noted on the B/L and if the quantity is based on measurement shipper should insert in the B/L "this car loaded to an average even depth of so many feet and inches and an average test weight of so many pounds per bushel."

**Measurement.**—The grain should be leveled in the car and the measurement should be made as follows: At center of car between sides at grain doors and midway between grain doors and left end of car and midway between grain door and right end of car, this measurement should be made in feet and inches and fraction of an inch. The three added divided by three will give the average depth. To arrive at the average test weights it is necessary to make three tests during the loading and divide by three.

Shippers should not let a representative of the railroad company examine their records, as they have no more right to do this than the shipper has to go into their general offices and see how they handle their inside business, and if the shippers requested such a thing they would not find out very much, and why have they not the same right to treat the railroads as they treat shippers. There are exceptions to freight claim agents, I admit, and there are a few who will show their claim papers, but will not openly admit a defective rec-

ord unless shipper is able to see and call their attention to it, and how many members of this convention would know a defective record as shown in the railroad claim file unless they had experience in a freight claim department?

**Railroad records** are hard to understand for one not versed in the railroad business, and no one knows this any better than I do, for it is mostly on defective records that I collect without suit, and which on these same records the railroads have refused to pay the claimant. Why? Probably they did not expect these claims would ever come into my hands, and if they were allowed to go to court they would be embarrassed. It does not look quite right to me nor just on the part of a railroad company to make the elevator man pay out to a third party part of the amount they justly owe to an elevator company, in order to collect a legitimate claim and a claim which they rightfully owe and should rightfully pay.

The elevator agent at point of shipment should have his scales tested at least once a year, either by the state or some reliable scale testing bureau, and these scale test records should never leave his possession, and if the freight claim department requests this record send a certified copy of it.

**Defective Cars.**—This agent should also keep copies of all written requests made to the railroad agent for cars ordered, and in that order he should describe the capacity of the car and state with what kind of grain it is to be loaded and the destination. If the railroad furnishes a car which is not physically fit to carry the grain to destination without a loss, refuse it in writing and present claim for damage to grain if any; decline in market if any and also for reciprocal demurrage of \$1 per day until furnished with proper equipment. Shipper's claim should be supported with bill against the railroad company, weight certificate, paid freight bill and account sales and filed within four months from date shipment was delivered.

I can see no justness on the part of a railroad company to furnish defective equipment which is their property and expect shipper to repair it at their own expense, and so long as shippers are able to secure the market price for grain under the laws, I would not ship it in defective equipment and then have them refuse to pay any legitimate claim.

We all know from whatever amount of business we do that claims arise and the greater the business the greater the amount of claims and that it is a fact that the equipment furnished by the carriers is not what it should be; for if it was, the claims would be very few, and when we know from experience that a claim now and then is paid and the majority declined, I think it is no more than right that the elevator agent refuse the improper equip-

ment, as the carrier is better able to stand the loss than the elevator company.

The elevator agent when loading the car should be careful to notice all defects, such as patches both inside and out, etc., and make a record of these defects, and if none, his records should show it, for records are shipper's only course of protection. A car should not be loaded more than ten per cent above the marked capacity of car ordered, for if it is shipper will be obliged to pay the minimum charge of the next size larger car, and of course he should be particular in regard to this, as it means a loss of freight charges, and he should not overload a car more than ten per cent of the marked capacity as he is subjected to a fine, the fine being imposed on account of the danger and loss of life it might cause, providing it did not go thru without mishap.

The receiving elevator agent at local points should carefully weigh the car and also keep a record of all cars, whether in good or poor condition; the seal number on both side doors and end doors if any; the record of patches, whether old or new, and where located, and the record of leakages if any where they exist. This agent should also notify the railroad agent of any defects and have him note it on the freight bill.

These are records which should be carefully kept and which will be of great benefit to all in establishing claims, and when it comes to a question of dispute, whether out of court or in court, shipper will have records which will hold and records on which he will be able to secure his just money, and I hope before long every elevator in the country will keep such records.

**Shipper can present claims on**—1st: Loss of grain, whether or not the car shows any leakage or physical defect regardless of seal record. 2nd: Decline in market due to unreasonable delay in transit or unreasonable delay in furnishing proper equipment. 3rd: Depreciation in value caused by heating, due to delay in transit or by wet due to defective equipment. 4th: Cooperation for two years previous to July 1, 1911, where the cost of furnishing grain doors and lumber to repair car amounted to or exceeding \$2.80 per car. Shipper can collect 80c per car.

Another subject which is being considered seriously and that is, whether or not the shipper will be obliged to continue furnishing lining for cars loaded with flax in order to insure the railroad companies from loss and in addition, continue paying a higher rate on this grain than on any other.

## MODERNIZED ELEVATOR AT Tiskilwa, Ill.

Two years ago, H. E. Curtis & Co. bot the Tiskilwa Grain Co.'s elevator at Tiskilwa, Ill., of Mr. Mettler and at an expenditure of \$4,000 rebuilt the plant, making it a very convenient house. A picture of the remodeled structure is reproduced herewith.

The building is 100 feet long, 40 wide and 65 feet high. It has two up-to-date dumps and two elevator legs, with 5x11-inch cups. Power is furnished by a 12-h.p. gasoline engine. Eighteen bins from which the grain is carried to the one loading spout by a right and left conveyor insure adequate facilities for handling quantities of grain. Shipping scales have not yet been installed, altho a place has been left for them in the construction work. The pits are lined with concrete and sunk twelve feet underground.

The elevator was remodeled by O. P. Hiatt Co.

The American Cyanamid Co. will build a \$500,000 extension to its plant at Niagara Falls, Ont., doubling its capacity. The company manufactures a nitrogenous fertilizer material by the German method known as the Frank & Caro process, which consists of the nitrification of calcium carbide made in an electric furnace from coke and lime, the process taking free nitrogen from the air and transforming it into an available substance for plant food. The results are accomplished by great heat that is easily and cheaply generated thru the hydroelectric power available at the falls.



Rebuilt Elevator of H. E. Curtis & Co., at Tiskilwa, Ill.



## PERRY HUTCHINSON OF Marysville, Kan.

BY EDGAR H. DEFEBAGH.

Way back in the early days of Kansas, Perry Hutchinson and his good wife, who is still his companion, went to Kansas and took up a homestead and commenced to build a home and future for themselves and their family. They were old New York stock and had those sterling qualities that built the great state of New York and is responsible for much of the prosperity of the west.

Perry Hutchinson was born on a farm. He was always a cattle raiser and operated his farm no matter how many barrels of flour were being ground out of his flour mill, which invariably runs night and day. He is also a big factor in the grain trade and his forecasting of market conditions and grain growing have ever been a light to the grain world. The writer of this story remembers the extent of his business well, because he extended his geographical eyesight to the states of Missouri, Kansas, Oklahoma and Nebraska in handling Perry Hutchinson's checks during the old days when the big mills made fur fly for the small mill operator.

Perry Hutchinson has been growing more prosperous each year. His mill is located on the Blue River and has always been kept up to date. He is a believer in aggressive methods of commercial life.

Mr. Hutchinson has always been a republican, active in the political council and interested in the success of his state and community. He never looked for office, but was often importuned to stand for some political preferment, and represented his District in the State Senate for 4 years. He was, however, always of the opinion that he was too busy attending to his own business to do more than his part as a citizen.

Mr. Hutchinson, since the organization of the First Nat'l Bank of Marysville, Kans., thirty years ago, has been its President or Vice President, and much of its success is due to his conservative ideas and good business judgment.

The activity of Hutchinson's mill has practically been in the hands of his son, Wallace, who has been with his father in the business since he was a boy.



Perry Hutchinson, Marysville, Kan.

Mr. Hutchinson is past 80 years of age, yet his eye is as clear as it was thirty years ago, and while the "rheumatics" touch him up occasionally, he has just the same keen interest in commercial matters as he ever had. As a mill operator, as a grain dealer, as a stock raiser, as a farmer, he is a success.

### FINANCING THE CROPS.

More money than ever before will be needed to pay the growers of the 1912 crop. The reason is increased acreage and bumper crops. The drain will fall upon the banks and loans for millions will be negotiated.

The country banks feel the drain on them first and hurry calls for funds are sent to their city depositories. If sufficient funds are still unavailable, the country banks proceed to realize on their securities.

Eventually, the city banks feel the drain on their resources and corresponding activity on their part follows. The banks of Chicago, New York, St. Louis, Minneapolis and other cities are depositories for hundreds of country banks.

As the demand for money to finance the crops continues, interest rates increase. Within the last month, interest rates in Chicago have risen from  $3\frac{1}{2}$  percent, to 5 percent at the present time. It is barely possible that the rate will be 6 percent by Oct. 1.

In other sections of the country, the interest rate will be limited only by the state law and commissions will be exacted on top of that. In some cases, a man's word will be the security given for a loan, in others a mortgage on all his worldly goods.

The amount of money used in financing the crops reaches stupendous proportions, but in as much as it is impossible to learn the extent of this year's crop, it will be idle to attempt to guess at the figures necessary to finance it. Thru means of comparison and what the psychologists call "deductive reasoning," however, one can get an inkling of the value of this fall's great crop.

In 1911—the year of almost total crop failure in the majority of grain growing states—Chicago shipped to its country correspondents the trifling sum of \$79,452,899, during the months of August, September, October, November and December. Chicago does not furnish all the money for financing the crops but probably pays for  $\frac{3}{4}$  of it.

With these figures in mind and remembering the relation they bear to the grand total and also remembering that last year's crop will not approach the crop this year—guess if you will the amount of money necessary to pay the farmers, the commission men and the railroads.

Chicago banks shipped out \$77,441,960 during the months of January, February, March, April, May, June and July of this year. Last year, during the corresponding period, Chicago banks shipped \$63,144,129.

Honduras is experiencing a prolonged drouth, according to the report of the American consul at Tegucigalpa. The drouth commenced last year and still continues, altho the rainy season is supposed to begin in May. A total crop failure of corn and beans is feared. The government has imported corn from the United States which is being sold at cost price but as the supply is not sufficient, the President is even distributing money to the people.

## A 200,000-BU. REINFORCED Concrete Elevator.

The bean business of Michigan has grown to such proportions that grain elevator men of that state are now handling some beans in bulk, altho most of them are handling them in bags.

Illustrated herewith is a 200,000 bu. reinforced concrete elevator, which is a marked innovation from anything previously erected, because it is designed to handle both grain and beans in bulk, and the warehouse adjoining is provided for handling the hand-picked bagged beans. The plant is being erected at Saginaw, Mich., for C. K. Eddy & Sons. The elevator proper is 50x84 ft. and 164 ft. 6 in. high. A single track shed full length adjoins elevator on one side of the house and a double track shed full length adjoins on the other side. Both track sheds have 21 ft. ceilings.

Adjoining the elevator at one end is a two story reinforced concrete building 43x50 ft., in which are placed the picking bins and immediately beneath these the hand picking tables, from which the beans are dropped into sacking bins below. Adjoining these rooms on the other side is a one story reinforced concrete warehouse 50 ft. wide and 370 ft. long with 14 ft. 6 in. ceilings.

Beans will be dumped into sink on single track side, elevated by a short leg to a 20,000 bu. automatic scale, and from it spouted to the elevator boot or to a 24 in. belt conveyor, which carries the beans to boot on the other side of the house, from which it is elevated to small bins immediately above the mezzanine floor, which is designed for the power bean pickers. It will contain Gibbs pickers, Giant bean pickers, scourers, separators and cleaners. After being cleaned by machinery, the beans are dropped to boot of a loftier leg and elevated to either of two 2,000 bu. hopper scales in cupola. Each scale has cylindrical steel hoppers. From scale hoppers beans will be dropped to storage bins, drier or picker bins, being diverted by trolley spouts on distributing floor below. From the picker bins, beans are dropped to any of the 128 hand picker tables on the second floor of the picker department. These rooms are equipped with every convenience for the comfort of the girls who perform this work, including steel lockers. From the picker tables the beans are dropped to sacking bins below.

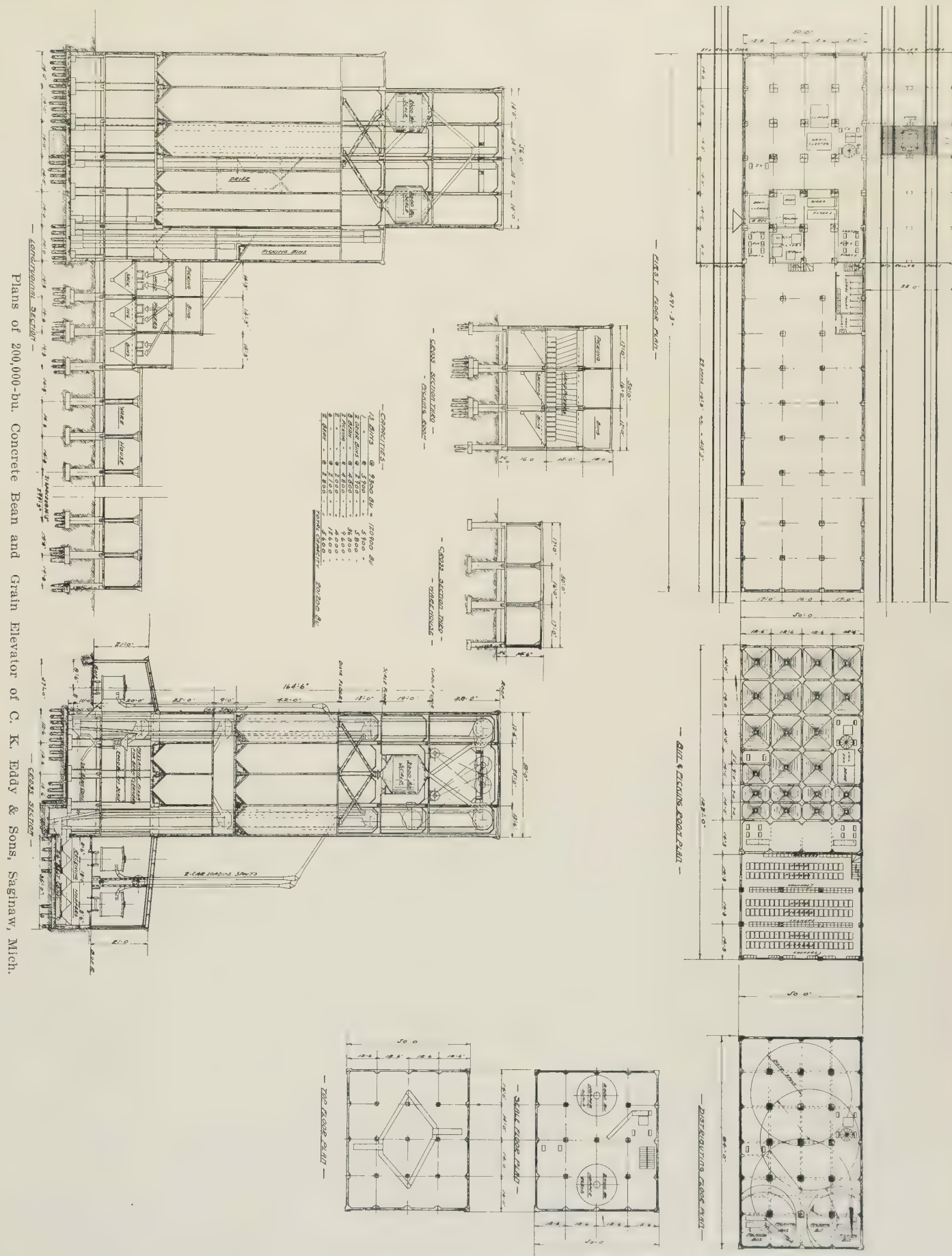
Under the tracks in the double track shed are receiving sinks, from which grain is taken by means of a 24 in. belt conveyor to either a cleaner leg or a loftier leg. The cleaner leg will elevate the grain to either the cleaner or the clipper, while the other leg will take grain to scale hopper in cupola. Loading spouts will be provided on both sides of the house, so that cars on each of the three tracks can be loaded quickly by means of a bifurcated car loader spout.

Each of the 7 legs will have a steel casing. Three will have an elevating capacity of 5,000 bus. per hour and 4 will have an elevating capacity of 1,000 bus. per hour. The plant will have 36 bins having an aggregate capacity of 201,000 bus. Two of these bins will be used in drying, 10 will be used in the picking of the beans and 10 others in the storage of the beans, the balance being intended primarily for grain.

All reinforced concrete walls of elevator are 7 inches thick. As is shown by our cross section elevation, some of the bins of the bean story have been cut in two, so as to form short bins. A freight



was designed and is being erected by the Burrell Engineering & Constr'n. Co.





# Seeds

Clover looks good; will be good yield of seed.—Wallace & Strange, Frankfort, Ind.

The Ohio Valley Seed Co., Evansville, Ind., is planning the construction of a new brick warehouse.

E. C. Smith of Mt. Vernon, Ill., is going to install machinery in his plant for re-cleaning grass seed.

Stark bags sold for 22½c each in the Toledo market, beginning Aug. 12. American and like quality bags, 20c.

Will have timothy seed enough to supply the world; great deal of it headed.—R. S. Nelson, Jacksonville, Ill.

John Michie, formerly with the Leonard Seed Co., Chicago, has taken charge of the seed department of O. P. Jackson & Co., Houston, Tex.

The condition of millet on Aug. 1 is reported by the Bureau of Statistics to have been 107.2, flaxseed 106.2 and kafir corn 103.5 per cent.

F. J. Taylor & Co., Creston, Ia., have just completed the purchase of \$5,000 worth of timothy seed, contracted for in March, at \$3 per bu.

The Eber Seed Co., Quincy, Ill., has been incorporated with a capital stock of \$15,000. The incorporators are Suzanna Eber, William H. Eber and Eugene Eber. The company will conduct a seed store.

Robert N. Page, congressman from North Carolina, fought the appropriation this year of \$226,940 for free seeds. In his opinion, the farmers do not want the seeds which serve only the purpose of a gratuity just before election.

The Dickinson interests have been incorporated under the laws of Delaware for \$1,250,000. The new corporation will be a holding company for the numerous Dickinson seed companies and will be known as the Dickinson Seed Co.

Flax seed will yield 9.4 bus. this year in comparison with 7 bus. in 1911, according to the monthly report of the United States Dept. of Agriculture. The total production is estimated at 28,000,000 bus.; compared with 19,000,000 bus. last year.

The area of Hungarian and millet is 122 percent in the northern part of Illinois, compared with the acreage of a year ago. In the central portion of Illinois, the percentage this year is 111 and in southern Illinois 97, as reported by the State Board of Agriculture.

State and national pure seed bills were urged by Col. Henry Exall of Dallas, Texas, in an address before the Amarillo Chamber of Commerce, Aug. 13. He made a strong point of the necessity of planting virile seed and to that end urged pure seed legislation.

Sell cash timothy. Buy futures. If dealers wish to carry why not sell the cash now and buy futures? Futures are selling at a discount of 30 cents under cash prime and they pay the cost of carrying and have a speculative value. Carrying cash with futures at a discount does not look attractive.—C. A. King & Co.

Defiance, O.—Our timothy crop will be the largest ever raised and we will have twice as much clover seed as last year. Ohio and Indiana will both have a large crop of timothy. Farmers are getting as much as 8 bus. of alsike from an acre.

The acreage of millet is large and the prospects for a large yield excellent.—Defiance Iron & Steel Co., D. Lieberthal.

J. H. Wacker, Wilton, Ia., was arrested on the charge of selling adulterated clover seed. M. E. Flynn, state food inspector, was the complaining witness. He stated that after buying the seed from Wacker he had the seed analyzed, with the finding that the seed contained impurities to the extent of 20 percent. Wacker says he did not know it was impure.

The Champaign Seed Co., Champaign, Ill., will occupy a new two story brick building 22x100 feet within a few months. The building is now under construction. The company expects to increase its wholesale department in the new quarters. It was recently incorporated with \$10,000 capital stock. The incorporators are Geo. B. Ransom, May Ransom and Bert Hennes.

The increase in seed testing continues. During May 784 samples were received at the Ottawa seed laboratory for purity or germination test, compared with 354 in the same month last year. The samples graded were: red clover, total, 143; No. 1, 16; No. 2, 41; No. 3, 53; rejected 33. Alfalfa, total, 64; No. 1, 2; No. 2, 20; No. 3, 39; rejected, 3. Alsike, total, 80; No. 2, 19; No. 3, 44; rejected, 17. Timothy, total, 184; No. 1, 18; No. 2, 35; No. 3, 49; rejected, 82.—Geo. H. Clark, Seed Commissioner, Ottawa, Ont.

The G. D. Sutton Co., whose main storage and drying houses are located at Mason City, Ill., is building a large storage and drying house at Geneseo, Ill. The plant is being built along scientific lines. It is of frame construction, double walled and double lined with tar paper and heated by a large hot air furnace. A ventilating system is being incorporated which will draw the outside air by means of electric fans thru the furnace into the building and allow it to escape thru ventilators in the roof. Forty-seven windows will admit fresh air and sunshine. The corn will be dried on wire hangers made by the Sutton Co., consisting of upright wires 10 ft. in length across which at intervals of 4 inches are welded cross wires extending 4 inches on each side. These wires are slightly bent upward and the ears punched down on the projecting points.

## COMMON ADULTERANTS OF Alfalfa Seed.

Grain dealers are forced to be continually on the alert for adulteration of alfalfa seed. The great difficulty lies in the difficulty of its detection, as many noxious weeds bear seed which closely resembles alfalfa.

The dodders or love vines, the seeds of which are shown in figs. 5 and 6 of the engraving herewith, are among the worst weeds with which the alfalfa plant must contend. The dodder seed is often introduced into the alfalfa field with the original planting. That of the larger seeded dodder is so nearly the same size as the alfalfa seed, that it is almost impossible to screen it all out, even with the most carefully constructed sieves. The dodder plant itself is a yellow, thread-like vine, which attaches itself to the alfalfa plant. It often destroys the seed producing capacity of the plant which it attacks and matures so as to be harvested with the alfalfa.

The foxtails prove troublesome in such sections as central Kansas, and Russian thistle has become a curse in semi arid regions. The Russian thistle seeds are with difficulty removed from the alfalfa seed, although some of the seed cleaning devices founded on the inclined canvas roller system are said to be efficient in removing them. They are about the same size as the alfalfa seed, but of different shape.

In the Rocky Mountain seed growing sections, wild mustard, the cheat grasses and sweet clovers are troublesome. The menace from these seeds is less than others mentioned, however, as they are easily separated from the alfalfa.

After alfalfa seed leaves the farm and enters the market, it is occasionally adulterated by unscrupulous dealers with less expensive seed, which resembles alfalfa closely enough to escape ordinary observation. Burr clover and trefoil are the principal adulterants.

When buying alfalfa for seeding, examine the seed closely. Adulterants or other seed impurities may be present in large quantities. Proper precautions are especially important if the prospective planting is to be used for seed production.

The methods for testing alfalfa seed



Common Adulterants of Alfalfa Seed.—After Hillman, Bulletin 194, U. S. Dept. of Agriculture.



for adulterants and impurities as well as for germination are fully discussed in Farmers Bulletin 194, entitled "Alfalfa Seed," by Edgar Brown, and Farmers Bulletin 428, entitled "Testing Farm Seeds in the Home and in the Rural Schools," by F. H. Hillman.

### Imports of Seeds.

In spite of the fact that the duty on flaxseed is 25c per bushel, 1,428,616.29 bus. of flaxseed were imported into the United States during the quarter ending March 31. The value of the several shipments totaled \$2,627,084, and a duty of \$357,154.09 was exacted.

No duty is levied on grass, clover or hemp seed. Alfalfa seed was brought into this country to the extent of 963,505 lbs., valued at \$125,497.

Red clover seed formed the biggest part of the clover seed importations, 13,338,612 lbs., valued at \$2,415,728, having been brought into this country during the quarter ending March 31, according to O. P. Austin, chief of the Bureau of Statistics. Alsike was imported to the extent of 1,542,344 lbs., valued at \$277,497. Crimson clover seed was shipped in to the amount of 822,174 lbs.; white clover totaled 248,067 pounds, with a value of \$66,878, and all other varieties amounted to 2,180,173 lbs., with a valuation of \$319,885.98.

Hemp seed is brot into the United States in considerable quantities, the report of the quarter showing an importation of 523,587 pounds.

Castor beans or seeds pay a duty of 25c the bu., but the importations amounted to 322,703.79 bus. during the quarter, with a value of \$364,020.53. The duty paid was \$80,675.95.

A resort to arbitration enables the disputants to quickly overcome a disagreeable incident at practically no expense.

No appeal in pure food matters can be made from a decision of the Referee board to the board composed of the secretaries of the treasury, commerce and labor and agriculture. Such was the opinion rendered by Attorney General Wickersham, recently. The opinion will change the practice of proprietors or manufacturers of foods or drugs that have been declared deleterious by the Referee Board.

An inspection of the catalogues of more than fifty of the principal seed dealers of the country shows that all of these firms make definite statements that they test their seeds for germination. Nine firms advised purchasers to send samples either to the seed testing laboratory of the U. S. Department of Agriculture or to a state experiment station to be tested. Seven firms state that they themselves follow this course in regard to the seeds they offer and that the seeds are thereby officially guaranteed to be of the high grade represented. Six firms allow a stated time for making a test, advise purchasers to make such test on receipt of seeds, and request the return of seeds which do not satisfactorily meet the test. Five firms state that the seeds they are selling comply with state laws, and a number of firms give the percentage of purity and germination in compliance with state laws. These statements indicate that competition between seed dealers is becoming more and more a competition based on quality—a healthful tendency from the standpoint of both buyers and honest dealers.

### Condition of Grass and Bean Crops.

In making a comparison of the grass and bean crops of 1911 and 1912, no item typifies the improved conditions of 1912 better than the blue grass crop. In 1911 the condition of the blue grass crop in Kentucky was rated by the Bureau of Statistics, U. S. Department of Agriculture, at 65 percent on Aug. 1. The same authority rates Kentucky's blue grass on Aug. 1, 1912, at 105 percent. Missouri's condition was only 69 percent a year ago, while this year, the government conservatively estimates the condition at 95 percent. Tennessee, Indiana and Ohio are each rated at 95 percent this year, while a year ago, in the season of universal drouth, the three named states showed a condition for blue grass respectively of 74, 70 and 50 per cent.

Alfalfa shows a condition much higher than last year, altho in certain localities, alfalfa was not an utter failure by any means in 1911. The government rates the alfalfa crop of 1912 in the north central states east of the Mississippi river at 86 percent. A year ago the crop averaged 81 percent. The difference is small and due to the fact that the great drouth of last year fell heaviest on the prairie states. The north central states west of the Mississippi are rated at 87 per cent this year, while last year in the throes of a scorching drouth the crop averaged only 60 percent. The south central and far western states rated at 69 and 90 percent in 1911, average 84 and 98 this year.

Canada peas also show an improvement over last year. In Wisconsin the crop is rated at 87 percent, compared with 75 percent in 1911. The crop in Minnesota, Iowa and Missouri averages 90, 86 and 85 respectively, according to the government report. In 1911, Minnesota was not credited with a crop, Iowa ran 85 and Missouri 67 percent.

Cowpeas flourish this year in the south central states, averaging 86.5 percent. A year ago the general average was 83.75 percent.

Millet shows a growth condition of 83 and 89 in the north and south Atlantic states, according to the government report of 1912. A year ago in those two groups of states, millet showed a condition of 84 and 70 percent. 1912 report shows the condition of millet in the north central states east and west of the Mississippi river at 89 and 85 percent. In the preceding year, the crop averaged only 75 and 57 percent in that area. The south central states will run 84 this year and the far western states 91 percent. A year ago the crop average was 61 and 77 percent in those two sections.

Beans (dry) in the far western states show a slight falling off over the preceding year, the crop averaging 89 this year to 90 a year ago. In every other section of the country, however, there is a substantial improvement.

Lima beans run 93 percent in the far west, compared with 90 a year ago. The crop shows an improvement elsewhere, especially in the north central states west of the Mississippi, where the crop was rated 47 percent a year ago, to 89 in 1912.

The broom corn crop will average a condition of 79 percent in the north central states east of the Mississippi; compared with 70 percent a year ago. In the north central states west of the Mississippi and south central states the government rates the crop at 79 percent, compared with 56 and 67 percent last year. The far west only shows a decided improvement. This year's condition on Aug.

1 is estimated at 90 percent, while a year ago, the far west could only show 65 percent.

### From the Seed Trade.

Cass Lake, Minn.—The condition and promise of the growing seed crops in this vicinity are excellent at the present time, and seem to be far in excess of what they were a year ago.—The Northern Seed Co.

Peoria, Ill.—Timothy promises to be a large crop. The first crop of clover has been cut and it yielded finely. The second crop will do better if we have dry weather. We do not believe the price of clover will be as high as last year. Our supply of seeds is not so large this year compared with last.—B. F. Adams Co.

Colfax, Ind.—Our clover seed crop in Boone and Clinton Counties is an increase of about 25 percent over last year, but at that there is not enough for the seeding of the two counties, and only 50 percent of a normal crop. Our seed corn prospects are extraordinarily good and the corn is well matured for this time of year.—The Wile Seed Co.

Louisville, Ky.—The crop of blue grass seed is larger than usual and in consequence prices are much lower than they have been for several seasons. On account of the recent high prices of most field seeds, most dealers in this section have bot sparingly, with the result that stocks are lower than usual at this time of year.—Southern Seed Co.

St. Louis, Mo.—The movement of new timothy and new clover seed is beginning in earnest and we sold several cars of new timothy last week, at prices ranging from \$4.70 to \$4.90 per 100 lbs. here. The new crop of clover seed is also coming forward freely and we sold a few cars during the week at prices ranging from \$14.00 for poor, to \$16.50 for good. Judging from our correspondence, the crop of timothy is much larger this year than all of us anticipated, but the recent rains have retarded threshing and shipments are being delayed. Of course, the clover seed now being received is first cutting and it will be 30 or 40 days before the second cutting crop begins to move.—Picker & Beardsley Com. Co.

New York, N. Y.—Concerning the crop of red clover seed, we are informed that the outlook in the different producing sections of Europe is very conflicting. In Bohemia the growing areas are smaller than in the last season as in many districts the sprouts have not opened and fields had to be tilled. Only in the mountain regions a good crop is expected, also in Moravia and Hungaria. The view in Russia for red clover is indeed excellent, but it depends on the weather, whether we will get the expected big crop. From Italy we have already the first threshing samples but it is self evident that the first samples are always nicer than the fair average quality of the crop, as the qualities, each according to the country and climate, are different.—Loewith, Larsen & Co.

The Yopp Seed Co. is building a \$10,000 warehouse at Paducah, Ky.

The United States Treasury Dept on Aug. 22 placed a countervailing duty on importations of split peas and wheat and rye flour from Germany, because these commodities enjoy a bounty from the German government. The American split pea industry, it is said, was being destroyed by German competition.



## CROP IMPROVEMENT.

Muscatine County, Ia., has started a campaign to raise funds in order to obtain government aid in obtaining a crop expert.

Clay County, Ill., has formed an organization the better to raise funds to secure a crop expert under the terms of the Crop Improvement Com'ite.

Application of phosphorus to the experimental fields in central Illinois under the direction of Dr. Cyril G. Hopkins has increased the yield of wheat from 14.4 bu. to 28.9 bu.

Leavenworth County, Kan. has raised the funds necessary to secure a crop expert under the conditions of the Crop Improvement Com'ite of the Council of Grain Exchanges.

Scott County, Ill., is the first county in the United States to avail itself of federal aid in securing a crop expert. Prof. G. R. Bliss of the Iowa State Agricultural College at Ames, Ia., has been engaged.

Polk County, Ia., will soon have a crop expert as part of the agricultural extension work of the Iowa Agricultural Ass'n. It is probable that Prof. A. A. Bulger of Ames will be selected for the position.

The Tri State Grain Growers Ass'n will hold its convention in Fargo, N. D., Jan. 14, 15, 16, 17 and 18. The North Dakota Corn Growers Ass'n will hold its annual convention and corn show at the same time.

The organization of the Crop and Soil Improvement Ass'n of Clinton County, Ill., was effected Aug. 10. The ass'n will endeavor to secure a crop expert under the terms of the Crop Improvement Com'ite.

The Cook County (Texas) commissioners have appropriated \$600 to be used in co-operating with the Federal Government in its farm demonstration work. The appropriation will be used during the coming six months.

The agricultural and vocational committees of the several state bankers ass'ns will be asked to co-operate with the Crop Improvement Com'ite of the Councils of Grain Exchanges in securing crop experts for the counties in the several states.

Gov. Adolph O. Eberhardt of Minnesota has been requested by John Sebastian, third vice president of the Rock Island railroad to designate a "seed corn week" for the state. The governor made such a proclamation last year and will likely do so again, extending the seed selection to all grains.

The selection of seed corn before the frost can have an opportunity to injure it has been made the subject of a campaign in several states by the Crop Improvement Com'ite of the Councils of Grain Exchanges. The governors of the states have agreed to co-operate by issuing a seed corn proclamation.

Peoria County, Ill., is lining up with other counties in the state with the view of securing a crop expert. The project will receive considerable encouragement Sept. 2, at the seventh annual picnic of the Peoria Grange. W. N. Giles, sec'y of the New York Grange and Bert Ball of Chicago, sec'y of the Crop Improvement Com'ite of the Council of Grain Exchanges, will deliver addresses.

The South Dakota Better Farming Ass'n of Aberdeen, S. D., has provided a large room for storing the seed corn of farmers in a scientific manner. Farmers who take advantage of the offer are re-

quired to comply with the regulations in regard to selecting their corn for seed as laid down by the crop expert in charge of the Ass'n. Each farmer's corn will be stored separately and an accurate germination test will be made.

H. M. Cottrell, agricultural commissioner of the C. R. I. & P. R. R. is co-operating enthusiastically with the Crop Improvement Com'ite of the Councils of Grain Exchanges, for the establishment of county farm bureaus in charge of crop experts. Several counties in the Colorado rain belt have been organized to raise the necessary funds. This work was accomplished at a recent meeting held under the auspices of the Colorado Springs Commercial Club, at which time, Bert Ball, sec'y of the Crop Improvement Com'ite and Mr. Cottrell urged the movement.

Because the winter wheat was frozen out in Ohio, Iowa, Michigan, Kansas, Nebraska, Indiana and Illinois last fall, the Crop Improvement Com'ite of the Council of Grain Exchanges is asking the co-operation of mill and elevator men in these states to call conferences, where the subject of planting for next year's crop may be considered. Arrangements will be made to have each meeting addressed by a faculty member of the college of agriculture in each state. The Crop Improvement Com'ite hopes to have a variety of wheat grown in those localities best adapted to it.

FIRST TRAFFIC MANAGER  
at Pittsburgh.

Harry F. Denig, formerly assistant traffic manager of the Pittsburgh Chamber of Commerce, has resigned his position and is now traffic manager and superintendent of the Grain and Hay Exchange of Pittsburgh. Mr. Denig assumed his new duties Aug. 15.

Previous to affiliating himself with the Chamber of Commerce, Mr. Denig was employed by the Pennsylvania Railroad and the Pittsburgh & Lake Erie Railroad Companies.

Few men in the country are better equipped for the position Mr. Denig now occupies. He has been in close touch with railroads and shippers for a number of years and understands the problems that confront both. He has infinite tact and with his strong personality makes an excellent executive. A portrait of Mr. Denig is reproduced herewith.



Harry F. Denig, Pittsburg, Pa.  
Traffic Mgr. Grain & Hay Exchange.

POLICY NOT VOID BY  
Release of Railroad.

The Supreme Court of Iowa on June 8 decided in favor of Wm. Gerlach against the Grain Shippers Mutual Fire Insurance Co. in his suit to recover \$5,000 insurance on his grain elevator at Sharpsville, Ia.

The elevator, which was burned April 6, 1910, stood on ground leased from the C. B. & Q. R. R. Co. with the following stipulation: "The lessee further agrees to cause during the continuance of this lease, and any extension thereof, the policies of fire insurance on the said grain elevator, corncribs and coal sheds and other improvements upon the demised premises, and upon contents thereof to be so written that in the event of any destruction or damage by fire, no insurance company shall have recourse against the railroad company."

The written application for insurance disclosed that the property was on leased ground, but not the terms of the lease, and each policy provided that: "If this ass'n shall claim the fire was caused by the act or neglect of any person or corporation, private or municipal, this ass'n shall, on payment of the loss, be subrogated to the extent of such payment to all rights of recovery by the insured for the loss resulting therefrom, and such rights shall be assigned to this ass'n by the insured on receiving such payment. No suit or action on this policy for the recovery of any claim shall be sustainable in any court of law or equity until after full compliance by the insured of all the foregoing requirements."

The plaintiff sued on the two policies, and also based his claim for judgment on an alleged adjustment of the loss. The defendant denied liability, for, as it alleged, the fire which consumed the property was set out by the railroad company, and plaintiff, by the clause in the lease quoted, had breached the condition of the policy set out before the loss; and also defendant had tendered the full amount of the policies on "condition plaintiff would assign to defendant a right of action against said railroad company," which plaintiff was unable to do because of having released it from liability. Subsequently plaintiff offered in writing a written assignment of any cause of action he had against the railroad company, but this was not accepted. Judge Ladd gave the decision of the Supreme Court, as follows:

**Liability of Railroad Co.** Had the property been consumed by a fire set out by the railroad company, its liability would have been primary, and the liability of the insurance company in the nature of that of a surety. Upon payment of indemnity by the latter, it would be entitled to all the remedies of the insured. This "right is based upon the equitable doctrine that where one has been obliged to pay money to another, by the nonfeasance or misfeasance of a third, who, being at fault, ought to bear the loss, the party so paying, as by his direct obligation towards the party suffering the loss he may be compelled to do, shall be allowed indirectly, and through the right which the injured party had, to compel the wrongdoer to bear the burden which was imposed by his fault, although between him and the wrongdoer there is no direct relation upon which to found a cause of action. \* \* \* The liability of the wrongdoer is, in legal effect, first and principal, and that of the insurer secondary, not in order of time, but in order of ultimate liability. And where the (party) insured insists upon his remedy against the party secondarily liable, he is conscientiously bound to make an assignment in equity to the person entitled to the benefit, and the acceptance of the indemnity from the insurers is in the nature of an equitable assignment which authorizes the assignor to



sue in the name of the assignee for his own benefit." May on Ins. § 454.

**Insurer Entitled to Subrogation.** Even in the absence of any provision such as contained in this policy, the insurer, upon the payment of loss, is entitled to be subrogated to the cause of action of the insured against the wrongdoer. *Rockingham Mut. Fire Ins. Co. v. Bosher*, 39 Me. 253, 63 Am. Dec. 618; *Mobile & M. Ry. Co. v. Jurey*, 111 U. S. 584, 4 Sup. Ct. 566, 28 L. Ed. 527; *Hart v. Western R. R. Co.*, 13 Metc. (Mass.) 99, 46 Am. Dec. 719.

But it is competent for the insured in leasing property to release the lessor from obligation for any injury the lessor may occasion by his negligence. *Griswold v. Railroad Co.*, 90 Iowa, 265, 57 N. W. 843, 24 L. R. A. 647; *Hartford Fire Ins. Co. v. Railroad*, 175 U. S. 91, 20 Sup. Ct. 33, 44 L. Ed. 84. And, of course, the insured having released the wrongdoer, this will deprive the insurer of the benefit of subrogation. *Home Ins. Co. v. Railroad Co.*, 19 Colo. 46, 34 Pac. 281; *Packham v. Ger. Fire Ins. Co.*, 91 Md. 515, 46 Atl. 1066, 50 L. R. A. 828, 80 Am. St. Rep. 461; *Platt v. Railway Co.*, 108 N. Y. 358, 15 N. E. 393.

**The principle** is clearly stated in 2 Wood on Fire Ins. (2d Ed.) § 500, where the author says: "The law is well established that an insurance company which has been compelled to pay, or has paid, a loss covered by its policy, has, after such payment, a right of action against the person who wrongfully caused the fire and loss to the amount such insurance company paid even without any formal assignment by the assured of his claim against the party primarily liable. And the courts have likewise been very firm in supporting the right of the insurance company to bring an action in the name of the assured, and will not allow the latter to defeat such action even by a release or discharge of the person by whose act the damage was occasioned."

**A policy of insurance** with or without a clause such as is contained in the policies in suit is merely a contract of indemnity. Upon payment of the loss, the insurer is entitled to subrogation to all the rights the assured may have against any other person or corporation causing the fire to the extent of such payment, and, where subrogation has been stipulated in the policy as a condition of recovery, the subsequent voluntary release of the wrongdoer by the assured is a breach of the condition of the policy which will defeat recovery thereon. But this is as far as any of the authorities, save *Kennedy Bros. v. Ins. Co.*, have gone, and, aside from what is there said, we have discovered no decision lending support to appellant's contention that a condition in the lease waiving liability of the lessor's negligence in event of fire will invalidate a contract of insurance containing a condition such as in these policies, subsequently entered into. Nor is this proposition sound in principle. The insured did not agree, in accepting the policies, that the insurer should be subrogated to any rights other than he might have. The property was on leased ground, as the insurance company well knew.

**The lease antedated the policies**, so that the status of the property was precisely the same at the time of the fire as when the policies were issued. It is not pretended that the insured misrepresented the risk, nor is there any charge of fraudulent concealment. Indeed, the insurance company made no inquiry concerning the conditions contained in the lease, and, not being called upon, the insured gave no information concerning these. All the insured undertook was that the insurance company upon the payment of the loss should be subrogated "to all rights of recovery by the insured for the loss resulting therefrom," and that he would assign these. He did not undertake that there should be any right or cause of action on his part on which the company might maintain an action, even though it were subrogated to any rights which he might have, nor did he give any assurance that there would be a claim or cause of action which might be assigned. The obligation was simply that the insurer should succeed to any rights the insured might have upon the payment of the loss, and if he had no right or cause of action against the wrongdoer, then there was nothing to be subrogated to. The most that the insurance company could insist upon was that it be put in as favorable position as the insured in maintaining an action against the railroad company, and this was the extent of his obligation.

**Adjustment.** The defendant, with knowledge of the contents of the lease, tendered in writing the full amount of the policies to plaintiff upon assignment of his cause of action against the railroad company with no other condition, and the latter

within a reasonable time and before the tender was withdrawn, notified defendant of his acceptance and later made tender of such assignment. This amounted to an adjustment of the loss binding on the parties.

In 1 Park on Ins. 266, the author says: "It has been determined that after an adjustment has been signed by an underwriter, if he refuses to pay, the owner has no occasion to go into proof of his loss or any of the circumstances respecting it. This it is said has been the invariable custom on the subject. It seems to be perfectly just, as the underwriter has, under his hand, expressly admitted that the plaintiff has sustained damage to a certain amount."

By the offer and acceptance, the parties voluntarily agreed upon the precise amount one was to receive and the other to pay in adjustment of the loss, and, in the absence of any charge of mistake or fraud, they are bound by their agreement, regardless of any defenses which may have existed in favor of the company.

Whether the insurer was charged with knowledge of the conditions of the lease need not be considered.

The judgment is affirmed.—133 N. W. Rep. 691.

## GRAIN CELEBRATION AT Ray, N. D.

Cheered by the bumper crops in their locality, the citizens of Ray, N. D., properly expressed their elation thru the medium of a grain palace celebration, July 26 and 27. An engraving of the building in which all of the exhibits were placed is given herewith.

Altogether there were about 300 entries, and some excellent specimens of small grain were shown. Ray is in the heart of the flax and wheat raising country of the great grain state of North Dakota.

In connection with the grain palace celebration, Ray exhibited its "great white way" for the first time. The town is the fourth in the state to adopt such a system of street lighting.

Addresses were made by prominent citizens of North Dakota. A ball game, bowery dance, barbecue and athletic contests furnished entertainment for the large crowds that filled the town for two days.

With spot corn selling over 80 cents per bushel late in August, against 54 cents for the December delivery there is every inducement for country holders of contract corn to rush in their stocks.

## Official Statement of Car Supply.

The constantly decreasing surplus of cars, as reported by Arthur Hale, chairman of the com'te on relations between railways of the American Railway Ass'n, indicates the probability of an acute car shortage within another month. The surplus on Aug. 15 was 58,623 cars; compared with 108,000 Aug. 16 of the preceding year.

Since Aug. 1, the surplus cars have decreased 7,281 cars in two weeks' time from 65,904 cars. On the same date in 1911, the surplus was 130,136 cars.

Compared with the situation Aug. 1, there is included in the decrease 475 box, 2,306 coal and 4,657 in miscellaneous. The decrease in box cars is in Ohio, Indiana, Michigan and western Pennsylvania.

The total shortage on Aug. 15 was 14,722 cars and on Aug. 1, 9,394 cars. On Aug. 16, 1911, the car shortage was only 3,830. The increase in the box car shortage is general except in Montana, Wyoming, Nebraska and the Dakotas and in Kansas, Colorado, Oklahoma, Missouri and Arkansas.

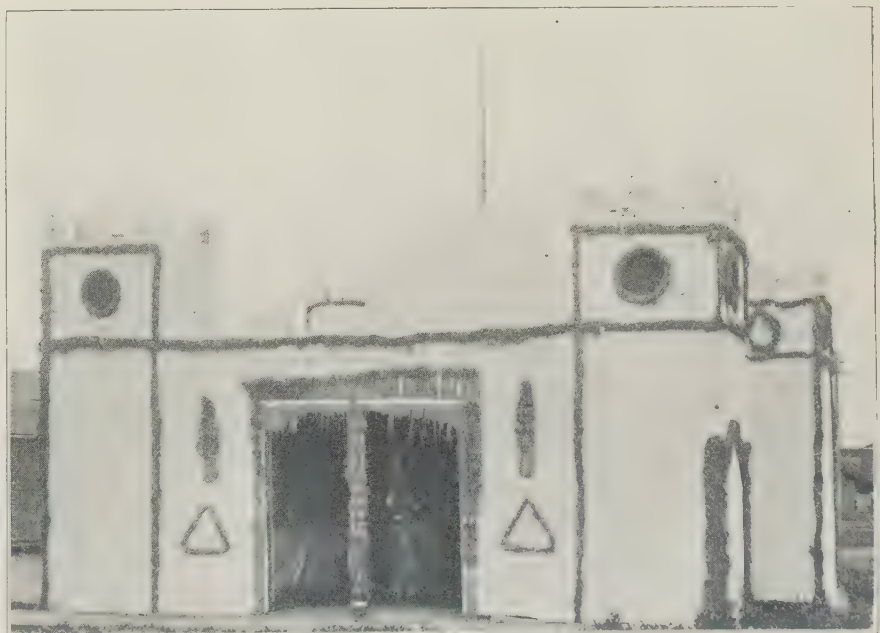
The car situation at the present time is the worst in six years at the corresponding time of year with the exception of 1907.

Shippers in a hurry to get their grain to market must expect to be badly disappointed.

## Exports of Breadstuffs.

The exports of breadstuffs of the United States, during the seven months prior to Aug. 1, included 6,212,934 bus. wheat; compared with 12,319,798 bus. in the corresponding period of 1911. Barley exports during the same period amounted to 196,399 bus., corn 23,571,826, oats 1,237,908 and rye 1,494 bus. During the corresponding period in 1911 the exports were barley 24,706,914 bus., corn 45,573,930, oats 1,329,250 and rye 203 bus., according to the report of O. P. Austin, chief of the Bureau of Statistics.

Barley, however, reflects most plainly in the exports, the domestic high prices, the amount exported in seven months prior to Aug. 1 being but one-ninth of that exported during the corresponding period in the preceding year.



Grain Palace at Ray, North Dakota, July 26-27, 1912.



## Grain Carriers

The Harriman lines will acquire 4,000 freight cars.

The Canadian Pacific has ordered 3,000 box cars in addition to recent heavy orders.

The Canadian Pacific expects to increase its rolling stock with 3,000 freight cars.

The New York Central Lines are reported to be in the market for 5,000 freight cars.

The Grand Trunk has ordered 2,000 thirty ton box cars from the Pressed Steel Car Co.

The Chicago, Rock Island & Pacific R. R. will add 3,000 box cars and fifty locomotives to its rolling stock to handle the big crops.

Cars to move the northwest's crop numbering 55,000 have been accumulated by the Great Northern, Northern Pacific, and Soo lines.

On account of the leakage of wheat in transit, the Ellsworth Mill & Elevator Co., Ellsworth, Kan., has brot suit against the Union Pacific Railroad Co.

The 30-mile extension of the Choctaw, Oklahoma & Western R. R. from Butler, Okla., to the center of Roger Mills County was completed Aug. 6.

An extension of the New York Central Lines is now being surveyed to connect Lisbon, O., and Beaver, Pa., via Wellsville and East Liverpool, O.

Miles of grain laden cars may be seen in South Dakota waiting for motive power to pull them eastward. Wheat yields of 27 bus to the acre are not uncommon in South Dakota.

To safeguard the issuance of Bs/L the Atchison, Topeka & Santa Fe Railroad Co. has given orders that all shippers' order Bs/L must show the imprint of the ticket agent's stamp.

A fine of \$20,000 was recently paid by the Merchants' & Miners' Transportation Co. for alleged violation of the Hepburn Act in shipments of grain from Philadelphia to Savannah, Ga.

Ice breakers may be employed at the several big grain ports on the Great Lakes in order to prolong navigation. The marine department at Ottawa has the matter under consideration.

The Turner-Hudnut Co. of Pekin, Ill., was awarded a refund of \$127.22 by the Interstate Commerce Commission, for an overcharge on ten cars of oats from Pekin, Ill., to Memphis, Tenn.

The engineering and surveying staffs for the new Welland ship canal are busily engaged in preparing designs and completing surveys for the new waterways, to be constructed in the near future.

The Peoria division of the I. C. has loaded 800 cars with a capacity of 1,200,000 bus since the beginning of the harvest. The road is being hard pressed to supply the necessary cars on the division.

Shippers at Duluth are offering from 1½¢ to 2¢ a bu. flat rate for the transportation of grain by boat next month. Prospects of an immense crop has caused a rush to obtain ships. Last year, the highest bid for boats was 1½¢ per bu. Prospects are that shippers will pay as high as 3¢ before the season closes.

Foreign cars must be loaded for destination in the home direction of the cars. Such is the ruling of the Interstate Commerce Commission, which will go into effect Sept. 1. The ruling was made to obviate a car shortage.

About three tons of tacks have been ordered by railroads to tack burlap over leaks in grain cars. The Northern Pacific has purchased 150,000 yards of burlap and 2,000,000 steel plates to cover bolts and holes in cars for its own use.

Grain rates to Minneapolis and Duluth from Canadian points such as were in effect prior to March 1, may be re-established as a result of the negotiations now going on between the Canadian government and the Interstate Commerce Commission.

The Northwestern Railroad loaded 137,891 cars on its own lines in July, compared with 122,819 cars the corresponding month in 1911. Thousands of cars have been put on sidings for moving the crop. Considerable new equipment has been purchased.

With a cargo consisting of 200,000 bus. of wheat, the lake steamship A. E. Stewart bound for Buffalo, ran ashore at Sturgeon point, twenty miles west of Buffalo July 18. It was found necessary to lighten part of her cargo before the steamer could be floated.

Ocean freight rates are now the highest in several years. New York quoted on Aug. 17 equal to 9¢ per bu. bid for grain from New York to Rotterdam. On account of the big crop, high freight rates are a foregone conclusion on both lake and ocean steamships.

The Kenyon freight classification bill which will empower the Interstate Commerce Commission to determine what will be a just and reasonable uniform classification of freight shipments both individual and joint, passed the senate Aug. 16. The bill went to the House.

Western shippers were given a hearing before Mr. Hilyer, representing the Interstate Commerce Commission in Chicago Aug. 20, in regard to the stringent ruling on transit privileges, which went into effect Aug. 15. Henry L. Goemann acted as spokesman for the shippers.

All railroads operating in Illinois are instructed to get their rolling stock in proper condition to handle the crops. Further, they must report to the Illinois Railroad and Warehouse Commission the number of cars and locomotives fit for the service and also the number unfit.

The Crowell Lmbr. & Grain Co. of Omaha, Neb., will receive a refund of \$42 from the Illinois Central Railroad thru an order of the Interstate Commerce Commission, as an allowance for the elevation of seven cars of grain at Omaha, Neb., forwarded to Nashville, Tenn.

A resolution calling for the abrogation of the ruling that carriers have the right to appeal to the Commerce court while denying shippers a similar privilege was adopted at a recent meeting of the directors of the Grain and Hay Exchange of the Cincinnati Chamber of Commerce.

Montreal vessels will be unable to handle the shipments of grain and a serious grain blockade will result at the close of the season, in the opinion of E. J. Chamberlain, pres. of the Grand Trunk Pacific Railroad. Mr. Chamberlain stated that his road had 16,000 grain cars in readiness for moving Canada's crop, but that not half of that number would be used.

A resolution that all shippers be urged to load their cars as near carrying capacity as commercial conditions will permit and thereby increase the efficiency of all available equipment, was adopted by the executive committee of the National Industrial Traffic League at a recent meeting.

Grain dealers around Danville and Galesville, Ill., are already complaining of a car shortage, a dispatch from Mansfield, Ill., stating that the Wabash Railroad caused five threshing outfits to suspend operations last week, as the elevators are now full of grain, with no means of shipping it out.

A protest to the Interstate Commerce Commission against the new rules laid down by the Commission, governing milling in transit, was made Aug. 16 by the grain dealers of Little Rock, Ark., as a result of their meeting Aug. 15 with officials of the C. R. I. & P. Railroad. Strong indignation was expressed on account of the necessity of extra bookkeeping the rules impose.

The Frisco System has a new system for handling claims thru which the number of claims has been reduced during the past four years from 67,000 to 54,000 annually and the amount paid out in settlement from \$642,000 to \$487,000 per year. Under the system, when claims can not be settled within 30 days, the claimants are notified every month why adjustment is delayed.

The C. M. & St. P. has been granted permission by the Interstate Commerce Commission to continue its rates on grain from stations on its lines in Iowa, Wisconsin and Minnesota, to stations on the Duluth, South Shore & Atlantic and the Mineral Range railroads, that are lower than the rates in effect from intermediate points, for the purpose of meeting the rates by the shorter route.

The bridge arbitrary at St. Louis adversely affects the St. Louis grain market on account of the increased rates charged. The territory affected is an area of about 100 miles from St. Louis on all grain which crosses from East St. Louis to St. Louis or vice versa. Outside of this zone mentioned, the rates to East St. Louis and St. Louis are the same. Testimony on the effect of the charge was taken July 22 by an examiner of the Interstate Commerce Commission.

Enlargement of the locks in the old Illinois and Michigan Canal to correspond with those in the Hennepin Canal will be provided for in a bill to be introduced in the Illinois Legislature appropriating \$750,000. A toll of two mills a ton mile is charged on the I. & M. Canal; and it is said the increased volume of traffic resulting from the improvement will repay the cost in 10 years. The two canals are now used by a salt company as a thru route between Chicago, Ill., and Davenport, Ia., the canal transportation costing less than one-half the rail rate.

The C. B. & Q. R. R. Co. in G. F. O. No. 3662-E provides that ear corn to be shelled in transit must be loaded to full visible capacity (but not to exceed carrying capacity), of the car. If the weight of the shelled corn from a car so loaded is less than the minimum weight on shelled corn for the car in which same is loaded, actual weight of the shelled corn may be accepted; if the ear corn was not loaded to visible capacity of car, the minimum weight on the out-turned shelled corn will be 30,000 pounds. The above provision applies only in Nebraska state traffic, and will be effective Sept. 10.



The tariff of the Frisco road on minimum shipments of ear corn has been suspended by the Interstate Commerce Commission, in connection with the effort to make the carload minimum on shipments of the ear corn by the carriers operating between points in Arkansas, Kansas, Missouri and Oklahoma to Omaha, Neb., and other points straight 40,000 pounds instead of the old practice of making it "40,000 pounds except when the marked capacity of the cars is less." The tariff suspended, which would have been effective Aug. 23, will not be allowed to go into force until Nov. 30.

The C. B. & Q. R. R. in G. F. O. No. 3662-E states ear corn will be subject to the following minima, which is not to exceed the marked capacity of the car: In cars over 28 feet in length, inside measurement, 4,000 lbs. less than marked capacity of car but not less than 30,000 lbs. In cars over 28 feet and not over 34 feet, inside measurement, 46,000 lbs. In cars over 34 feet and not over 36 feet in length, inside measurement, 56,000 lbs. In cars over 36 feet in length, inside measurement, 66,000 lbs. These provisions apply in Western Trunk Lines and trans Missouri territory.

Toledo dealers and shippers of grain sent a protest Aug. 17 to John E. Marble, sec'y of the Interstate Commerce Commission, declaring that the interpretation of the new railway transportation rules on grain, that went into effect Aug. 15, are unreasonable and burdensome and asked that the Commission postpone the placing in effect of the rules until Oct. 15.

## T. H. French Will Travel.

T. H. French, former manager of the Lake City Grain Co., at Lake City, Ia., has severed his connection with that institution and is now the traveling representative of Mereness & Potter Co., Milwaukee. A portrait of Mr. French is reproduced in the engraving herewith.

Mr. French knows the grain business and is thoroughly qualified to call on the country trade, having spent the greater part of his life in it. His past experience has also taught him the problems of the country elevator man and the conditions in the trade. He will travel in Illinois and Iowa.



T. H. French, Milwaukee, Wis.

## THE PROPOSED ADVANCE in Illinois Freight Rates.

At a hearing held in Chicago on the question of advancing the freight rates on grain in Illinois one cent per hundred to Chicago in Central Freight Ass'n territory, Trunk Line territory, Ohio River Crossings and St. Louis, Mr. R. C. Baldwin, of the Baldwin Grain Co., Bloomington, Ill., chairman of the committee representing country shippers in Illinois, presented the following argument in opposition to the proposition:

The proposed revision of rates results in an increase of one cent per hundred in the freight rate on grain and grain products from points in Illinois to Chicago, Ohio river crossings, and consequently in the total thru rate to all points at and east of Chicago, and that there is no corresponding increase in freight rates to the same destinations on grain originating in territory east of the Indiana and Illinois state line or on grain originating from points west of the Mississippi river.

We object to the proposed change in rates on the grounds that this is a discrimination against the Illinois farmers and Illinois grain dealer, as it would result in a direct loss to the farmer to the extent of this increase in freight. As there has been a steady reduction in the margin of profit of the country grain dealer, it is absolutely impossible for him to take on this burden.

The Illinois farmer and grain dealer are obliged to compete with the produce from the producing sections east and west of this state which can be laid down to the consumer as cheaply under the proposed arrangement as under the old tariffs. Naturally, the consumer will not pay more for Illinois grain than he is able to buy equivalent goods from the competing states east and west. Should there be a horizontal increase in the freight rates from all competitive producing sections, it would saddle the burden on the consumer, and such an advance would be free from the objection of being directly discriminatory against this area, but under such conditions, we would be opposed to such an advance in freight on the grounds that the increase is unnecessary.

It is not shown that as a result of this change in rate that there will be any benefit to the producer or to the grain dealer in increased transportation facilities in the way of improved equipment or any other compensating advantage.

It is stated that in many cases there will be a sharp reduction in the local freight rate, and that points carrying as high as a ten cent local to Chicago will be reduced to seven cents. This is of absolutely no advantage to either interest. Under the old basis of thru rates, dividing on percentages or under the later basis of proportional rates, with practically no exception where the local rate exceeded either the percentage earning by the western road or under the later system, the proportional rate in effect, the grain moved entirely on the basis of the thru rate, and practically the high local charge on its entrance into Chicago was of no effect.

Under extraordinary conditions where the grain might be not strictly on a local basis due to the market being inflated above a shipping basis, there was still no advantage to the railroad by reason of the high rate, since there was twelve months in which the receiver at Chicago had the privilege of using this billing, and as in all cases, normal shipping conditions prevailed prior to the expiration of the transit, this billing is entirely used, and in many cases where the buyer or receiver has transit billing which is allowed to expire, it is invariably billed where the local rate is equal to or less than the proportional or western percentage of the thru rate.

Under the old system the percentage of earnings to the western road, based on New York, from one hundred ten per cent points on the I. C. as an example, domestic was 21 cents, and the western railroad earnings 5.6 winter basis, and in the summer, due to lake and rail competition, the rate was commonly reduced to 19 cents with a corresponding reduction in earnings to the western railroad. At the present time the rate of freight from the same territory to New York is 22 cents, and there has been no variation, winter or summer, for more than the past twelve months. There is consequently now one cent a hundred more freight taxed against Illinois grain than was true from the same territory some four or five years previous,

and on the basis of existing proportional rates, this territory earns for the western railroad six cents as compared with 5.6 to New York rates, and 5.5 to Philadelphia on the old percentage basis.

The western railroads are, therefore, getting a higher rate of freight from the same territory, and there is no apparent improvement in transportation facilities. The proposed advance would result in a rate of seven cents either transit or local on grain to Chicago compared with the earnings on the percentage basis of 5.5 and 5.6.

The size of cars used is now much greater than at the time the lower rate prevailed. The average car load from this territory is not less than 60,000 lbs., resulting in an earning of \$36, and we contend that this earning is ample for the service performed, and higher in proportion than the class rates for package merchandise. This grain rate on the average haul in the territory affected to Chicago figures one cent per ton per mile.

The Association has no objection to the equalization of the rates on some agreed basis to eliminate the present transit arrangements, provided the basis does not result in an increased tax against the grain raised in this territory. The proposed arrangements to us seems to result in discrimination, and its effect would be to eliminate several of our best markets from competing for Illinois grain, as they would be able to buy grain originating either east or west of Illinois on a lower basis, and will be forced out of this market.

A great advantage to the Illinois producer and farmer arises from the fact that all of this section is strongly competitive, and has access to more markets than any other similar territory in this country. If it can be shown that the proposed increase is necessary due to the revenue for the service being unremunerative, it would perhaps be justifiable.

The railroads west of the Missouri have just announced a reduction of three cents per hundred pounds from that territory to Gulf ports for export, and inasmuch as the I. C. now hauls grain from Illinois to New Orleans for European export for 13½ cents per hundred, and Cuban export 15½ cents, and the eastern railroads' earnings on domestic business to Baltimore out of Chicago are 13 cents, and export 11½ cents, it seems to be self-evident that the present earnings on Illinois grain to Chicago and Ohio river crossing points are ample for the length of haul.

After submitting their case to arbitration, merchants have often found that the differences between them were not so great and have generally settled the dispute between themselves before it came to an issue.

The most efficient credit rating bureau ever created will not keep some traders from being swindled. They are the easy-going sort who are always hoping to secure a settlement with the customer; a settlement that never comes.

"Pa, what does it mean when you say that prices fluctuate?" "It means, my son, that they go up and down. When it's something you've got to buy the price goes up; and when it's something you've got to sell the price goes down."

Four pneumatic floating elevators will be built this year at Emden, Germany, at the mouth of the river Ems. Two companies will operate them. Each of the elevators will have a capacity of approximately 200 or 220 tons of grain per hour. They will cost approximately \$155,000 and \$166,000.

Imports of wheat into the United States during the quarter ending March 31, amounted to 329,045 bus. The large importation was due to the extraordinary high price of wheat in the United States. The preceding quarter is significant only because of the large amount imported and at once exported as flour, thus getting a drawback duty reduction of 99 percent. In the quarter ending Dec. 31, 795,328 bushels of wheat were imported for the purpose of manufacture only, as reported by O. P. Austin, chief of the Bureau of Statistics.



# Grain Trade News

## CALIFORNIA.

Sacramento, Cal.—Superior Feed Co. has filed for incorporation; capital stock, \$10,000; incorporators, Wm. C. and Geo. J. Born, and L. P. Driesbach. The company will do a real estate business and deal in grain, flour, feed, etc.

Los Angeles, Cal.—The U. S. circuit court has affirmed the decision of the district court disallowing a claim by G. L. Crenshaw for \$75,460 against Fred Dorr, bankrupt, growing out of a purchase of 535,000 bus. of corn for delivery in July, 1908, on the Chicago Board of Trade. The court held that Dorr had unduly favored Crenshaw by paying him \$40,000 on account just before his failure.

## CANADA.

Keystone, Sask.—The Security Elvtr. Co. is building an elvtr. here.

Ashville, Man.—The Grain Growers Grain Co. will build an elvtr. here.

Zenith, Sask.—The Sask. Co-op. Elvtr. Co. is building an elvtr. at this station.

North Transcona, Man.—The Can. Pac. Ry. Co. is installing a 1,000-bu. per hour Morris Drier.

Winnipeg, Man.—Wm. J. Bawlf, a pioneer grain merchant of this city, died Aug. 11, of kidney disease.

Fort William, Ont.—Starch works are to be erected on Island No. 2, at a cost of \$150,000. The Canadian Stewart Co. has the contract.

Calgary, Alta.—James A. Robb, formerly mgr. of the West Coast Grain Co., has accepted the position of mgr. of the Western Co-op. Grain Co.

Winnipeg, Man.—M. A. Smith, formerly with the Maple Leaf Mfg. Co. at Kenora, Ont., has taken up his work as traveling supt. for the Grain Growers Grain Co.

Calgary, Alta.—The concrete construction work on the elvtr. of the Canada Malting Co. has been completed by Jas. Stewart & Co., who has the contract.

Montreal, Can.—The Grand Trunk Ry. Co. are reported to be considering the erection of a \$1,000,000 elvtr. at this port on the Bickerdike pier in the Alexandria basin.

Viceroy, Sask.—I have left the grain business and am now engaged in lumber affairs. I was formerly mgr. of the Farmers Grain & Supply Co., at Wauchope, Sask.—F. M. Goggen.

Winnipeg, Man.—W. J. Lindsay of the Matheson-Lindsay Grain Co. has been appointed mgr. of 140 of the elvtrs. taken over by the Grain Growers Grain Co. from the Manitoba Government. He will operate at 97 shipping stations.

Fort William, Ont.—The contract for the government elvtr. at this port has been let to the Barnett-McQueen Co., the building to cost \$1,179,503. Work will be started at an early date and the elvtr. will be ready for operation Sept. 20, 1913.

Calgary, Alta.—W. Cartwright, formerly with the Western Mfg. Co., has succeeded James R. Murray, as mgr. of the branch office of the Grain Growers Grain Co. in this city, Mr. Murray having been promoted to a position in the Winnipeg office of the company.

## COLORADO.

Amherst, Colo.—The Curtis Mfg. Co. is building an elvtr.

Poso sta., Earl p. o., Colo.—A 30,000-bu. elvtr. will be erected at this station.

Wray, Colo.—We have put in a new elvtr. belt and cups and have done other repairing, building a new platform for scales, new floor in driveway and concreted the pit.—E. W. Lambert, mgr. Shannon Grain Co.

Denver, Colo.—The Colorado Mill & Elvtr. Co. is putting up a new line of elvtrs. at Lamar. Holley, Anthony, Hollister, Hansen, Sugar City, American Falls and Parma, Ida. The contract for the steel elvtrs., power connections and other machinery has been let to the Wolf Co.

## IDAHO.

American Falls, Ida.—The Evans Co. is building an elvtr. here, making three elvtrs. now under construction.

Parma, Ida.—The Colorado Mfg. & Elvtr. Co. will build a 60,000-bu. cribbed elvtr. at this station for the Parma Mfg. & Elvtr. Co., which is a branch concern; work to begin at once.

Drummond, Ida.—The St. Anthony Mill & Elvtr. Co. of St. Anthony, Ida., has let the contract for a 35,000-bu. cribbed elvtr. to the P. H. Pelkey Constr. Co., the building to be completed by Sept. 15.

## ILLINOIS.

Kemp, Ill.—Claude Cuppy & Son will build a \$10,000 elvtr.

Seymour, Ill.—Wrench & Son of White Heath are erecting an elvtr.

Seymour, Ill.—The new elvtr. of James Karr is being rushed to completion.

Edinburg, Ill.—The recently organized O. H. Rink & Co. will build an elvtr.

Duval sta., Findley p. o., Ill.—Powell & Rice have succeeded F. A. Warren & Co.

Mt. Carmel, Ill.—Dorney, Storkman & Co. has succeeded Holsen, Dorney & Co.

Brisbane sta., Spencer p. o., Ill.—H. N. Dickinson has bot the elvtr. of C. F. Meyers.

Hudson, Ill.—O. M. Lyon has succeeded A. H. Masoncupp with the Hudson Grain & Lbr. Co.

Minier, Ill.—Lightning struck the elvtr. of the Quigg Railsback Co., Aug. 7; damage slight.

Kempton, Ill.—W. P. Cavanaugh, mgr. of the elvtr. of the Farmers Elvtr. Co., has resigned.

Beason, Ill.—Lightning struck the office of the Shellabarger Grain Co., but the damage was small.

Donovan, Ill.—I have succeeded I. W. Anderson as mgr. of the Donovan Grain Co.—J. D. Worsham.

Rutland, Ill.—The elvtr. of the Farmers Elvtr. Co., now being erected, will have a capacity of 90,000 bus.

Ashland, Ill.—Miss Gladys Elmore, daughter of V. C. Elmore, was married Aug. 8 to Thos. Savage.

Pontiac, Ill.—J. E. Hawthorne has let contract for the overhauling of his elvtr. to the Newell Constr. Co.

Ladd, Ill.—I am succeeding Chas. Cochran as mgr. of the Ladd Elvtr. Co.—J. A. Eyer, formerly of Cambridge.

Arrowsmith, Ill.—A. W. Hildreth, mgr. of the Farmers Grain & Coal Co., is recovering from a serious illness.

Arthur, Ill.—I have succeeded L. E. Powell as agt. for Paul Kuhn & Co., taking the position Aug. 1.—L. Buckner.

Arrowsmith, Ill.—F. L. Warner has bot the elvtr. of the Farmers Elvtr. Co. and will take charge of the business himself.

Manito, Ill.—We have repaired our elvtr. and warehouse and also painted both houses.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Utica, Ill.—Chas. Cochran, formerly mgr. of the Ladd Elvtr. Co., at Ladd, is now mgr. of the Farmers Elvtr. Co.—J. A. Eyer, Ladd.

Stonington, Ill.—The elvtr. that Wm. Lovelace of Taylorville has been erecting at this station, is now completed and is receiving grain.

Kappa, Ill.—Work on the new elvtr. of the Farmers Elvtr. Co. is progressing rapidly and the I. C. Ry. Co. is laying a switch to the site.

Alvin, Ill.—Officers of the newly incorporated Farmers Elvtr. Co. are: S. R. Watson, pres.; Frank E. Yeazel, sec'y, and F. O. Ferrel, treas.

Bunker Hill, Ill.—Emil F. Bumann, grain dealer, has filed a petition in bankruptcy, placing his assets at \$1,000, and his liabilities at \$13,259.50.

Waterman, Ill.—Wakefield Grain Co., incorporated; capital stock, \$5,000; incorporators, Frederick Ullman, Jr., P. H. Hoag and Dennis A. Cray.

Crescent City, Ill.—Risser & Dale of Kankakee have bot the elvtr. of Peter McDermott and Mr. Dale, junior member of the firm, will be mgr.

New Holland, Ill.—J. A. McCreery & Son have bot the elvtr. at this station of John Wiemer of Harness, who recently bot it of the Farmers Elvtr. Co.—W. I. Sullivan.

Tipton sta., St. Joseph p. o., Ill.—We have installed a 16-h. p., hopper-cooled, jump-spark engine, and it is working nicely.—J. A. Towner, mgr. Dryer & Burt.

Harvel, Ill.—The Farmers Grain Co. will make extensive improvements in its loading facilities, straightening and lengthening the switch, so that more cars can be handled.

Seymour, Ill.—The organization of the Farmers Elvtr. Co. is progressing rapidly, \$11,000 having been subscribed. A final meeting will be held at an early date to complete the organization of the company.

Morris, Ill.—Jos. Dwyer, formerly mgr. of the Farmers Grain Co. at Plainfield, will succeed J. A. Henneby as mgr. of the Farmers Square Deal Grain Co., Mr. Henneby succeeding Mr. Dwyer at Plainfield.

Walker, Ill.—Adrian Lucas, bookkeeper for the Mansfield-Ford Grain Co. at Illiopolis, has been given full charge of the plant of the same company at this station. Leland Ford will succeed him at Illiopolis.

Manlius, Ill.—We have just completed our 28,000-bu. plant and feel quite comfortable in our new quarters, as we now have capacity enough to handle the grain offered to us.—Chas. Barber, mgr. Manlius Gr. & Coal Co.

Weston, Ill.—The Weston Grain Co. having found its elvtr. too small to handle this year's crop, has built a 40x48-ft. addition, 36 ft. high on the low side and 42 ft. on the high side. It is of cribbed construction and will have a capacity of 135,000 bus.

Cantrall, Ill.—The elvtr. of E. R. Ulrich & Sons burned at 2 a. m. Aug. 12. When new the elvtr. cost \$6,000 and was built of 12x12 and 12x14 in. timbers, hewed out of solid oak and hickory. It will be rebuilt at once. There was very little grain in the elvtr.

Argo, Ill.—F. L. Jeffries, formerly mgr. of the Corn Products Refining Co. at Granite City, has been promoted and will manage and superintend the company's big plant in this city. J. H. Bramer and F. M. Sayre will succeed him as mgr. and supt. at Granite City.

Mt. Auburn, Ill.—We have bot the elvtr. properties of the McClure Grain Co. at this station and at Osbornville, and will move the elvtr. bodily from here to the latter station, a distance of 4½ miles, where we will put it on the McClure site.—E. R. Ulrich & Sons, Springfield.



Litchfield, Ill.—C. B. Munday & Co. have let the contract for a 5,000-bu. daily capacity corn products plant and an 800-bbl. flour mill, to the Wolf Co. Wolf machinery will be installed thruout and a 500-h.p. steam engine and a 175-kilowatt generator will operate the motors in the various depots.

The Illinois Grain Brokers Ass'n of central Illinois has asked the Bell Telephone Co. to meet the rates of the Kinlock Co. and allow 5 min. time on long distance calls before charging overtime, instead of 3 min. as at present. The ass'n also requests the privilege of an \$80 rate on a \$100 coupon book.

Cairo, Ill.—We are building a 200,000-bu. elevator, adjacent to our large transfer warehouse, in the downtown switching district, to take care of our increasing business. The plant is being equipped with modern facilities thruout, and will be ready for handling grain about Sept. 1.—W. L. Duncan, traffic mgr. Samuel Hastings Co.

Ridgefarm, Ill.—Thirteen year old Beulah Williams fell a distance of 38 ft. from a manlift in the elvtr. of the Farmers Elvtr. Co., at 6 p. m., Aug. 20. With a party of girl friends she was making a visit to the elvtr. when she missed her footing and fell. She was severely injured but is progressing nicely and it is believed she will fully recover.

Peoria, Ill.—Frank Murden, mgr. of the Central City Elvtr. and member of the Board of Trade, was stricken with paralysis, Aug. 5, while reading the evening paper on the porch of his home and for a time his life was despaired of. He is, however, much better and hopes of his complete recovery are now entertained by his friends.

The following have recently been admitted to membership in the Illinois Grain Dealers Ass'n: R. B. Andrews, Macon; Tobey Bane, Ellsworth; Boyce & Edwards, Lane; J. W. Bradway Co., Macon; O. N. East, Milmine; Hendrix Bros., Lane; Geo. M. McElhiney, Midland City; Henry J. Nobbe, Nokomis, and Walker, Viemont & Sparks, Mackinaw and Lilly.—S. W. Strong, sec'y.

Wapella, Ill.—Wm. R. Carle, for the last 15 years associated with J. M. Green & Co. in the grain and lumber business, died at 4:15 p. m. Aug. 10, after an illness of 4 months. Mr. Carle was 80 years old and came to this city in 1859, investing his \$500 capital in the grain business. He built cribs that held 5,000 bus. and bot corn at 8 and 10c per bu., and in 1861 sold it to Spofford Bros. at \$1.25 per bu.

Cruger, Ill.—We have just bot the elvtrs. of Horace Clark & Sons and Rumsey, Moore & Co., and will operate both elvtrs., having a storage capacity of 80,000 bus. B. J. Kaufman, who has been the mgr. of the Farmers company since it was organized three years ago, will have charge of the elvtrs. E. J. Noziger is pres. of the company, Jno. Donnard treas. and I am sec'y.—F. H. Kaufman, Crugers Farmers Ass'n.

Catlin, Ill.—Having received notice that he must move his elvtr. from the Wabash right of way, R. K. Byerly has decided to build a 30,000-bu. elvtr. and to remodel his oats house and corn cribs after moving them. A steam plant, cleaner and sheller will be installed. Mr. Byerly has been in no hurry to comply with the Ry. Co.'s order and has been buying grain right along. He has let the contract for the work to the Burrell Eng. & Constr. Co.

Roberts, Ill.—Hammann & Murray have bot the elvtr. of the Mosher estate, paying \$5,925. They will tear down the old house Sept. 1 and erect an up-to-date elvtr. of 50,000 bus. capacity. The building will be 36x36x52 ft., with an 18x36x24-ft. cupola. It will be equipped with two stands of elvtrs., 15x7" cups, cleaner, automatic scale and 3 dumps. A 20-h.p. oil engine will furnish the power and an office and 5-ton wagon scale will be built. The plant will have a concrete foundation and full concrete basement. It will be covered with corrugated galvanized iron and have a galvanized iron roof. Geo. Saathoff has the contract. Orlando Murray and E. E. Hamman will operate the new house.

Henderson, Ill.—As Jack Farrell was driving down the incline from the elvtr. platform, one of the wheels of the wagon went into a rut or hole in the driveway and the lurching of the wagon threw him from his seat, hurling him to the ground and fracturing his skull, besides breaking his collar bone and several ribs. The accident happened late in the afternoon, just after Mr. Farrell had unloaded a wagon-load of oats. The injured man lived an hour after the fall.

Peoria, Ill.—Because the activities of thieves in the Wesley and East Peoria districts have been growing more extensive recently, a number of roads believe more watchmen should be on the ground. The question was thoroly discussed at a meeting of the Peoria Ass'n of Railway Officers at the Jefferson Hotel Aug. 15. Along with the question of theft from cars the request of the Peoria Board of Trade that the railroads furnish a detective to guard the various elvtrs. in the city from the machinations of the grain thieves, was discussed. The Board of Trade wants the roads to unite in hiring a man to do the work under its supervision. E. A. Burrill, vice-pres. of the Peoria Railway Terminal Co., is chairman of the special com'te in charge of the question.

Springfield, Ill.—Work has commenced on the 75,000-bu. transfer elvtr. for the Illinois Central Grain Co., owned by Beggs & Linn of Ashland. The elvtr. will have 23 bins, two transfer legs, each of 3,000 bus. per hour capacity, and two local elvtr. stands with a capacity of 2,000 bus. The basement will be of concrete and will contain 4 sinks and Clark Automatic Shovels. A 2,000-bu. per hour sheller and a 3,000-bu. per hour cleaner, two hopper scales with a capacity of 1,000 bus. each, and nine motors are included in the equipment. A double track will run thru the house and a special arrangement made for unloading ear corn will be provided. The Wenzholz Constr. Co., which designed the building, has the contract and will finish the work by Dec. 15. A large concrete storage warehouse of 200,000 bus. capacity will be built for the same company later.

Ottawa, Ill.—Simon Kain, 66 years old, an old elvtr. man, was suffocated in a bin of shelled corn in the elvtr. of H. J. Ruckrigel, at 11 a. m., Aug. 10. Grain was being drawn from the bin which contained about 500 bus. and the first that was known of the accident was when one of the employees heard Kain's frantic calls for help. The spouts were closed immediately, but when the bin was reached only the top of the unfortunate man's head could be seen. Mr. Ruckrigel jumped into the bin and made an effort to fasten a rope about the victim but was unable to do so, more corn continually sliding down on Kain, in spite of his strenuous efforts to save him. He was at last compelled to give up, the spouts were again opened, and after a steady stream of corn had been running for over an hour the body was uncovered. How Kain came to be in the bin is a mystery. He was alone in the top of the elvtr., but it seems doubtful that he fell in. It is thot that he realized his danger and probably battled with the grain for some time before he called for help. It would be practically impossible to save a man covered to his knees in shelled corn with a stream of it running from the bottom of the bin. H. J. Ruckrigel in speaking of the accident said: "The surprise to me is that Kain got into the bin of corn while the spout was open. He was an old elvtr. man, having worked around the elvtrs. of Ottawa for 30 years or more. All elvtr. men know the danger of getting into a bin of grain when it is being drawn from the bottom. It is utterly impossible for a man to prevent his body from being carried down. When I reached the top of the bin I could see only the top of his head. I felt certain that he could not be saved, for the pressure of the corn against his body was so strong that even had I been able to hold him in the position in which I found him, he could not have lived until the grain could be drawn off below."

## CHICAGO NOTES.

Moses Bloom, identified with the grain trade of this city since 1862, died Aug. 17 at the age of 90.

Walter A. Werner of Beecher, Ill., is now traveling Illinois in the interest of the Sawers Grain Co.

Louis Bonstedt, recently assistant buyer for the Quaker Oats Co., died Aug. 19, after an illness of three months due to a nervous breakdown.

Chas. Henry Smith, for 35 years a member of the Board of Trade, died Aug. 15 at the age of 55. He was formerly connected with Lamson Bros.

J. R. Lucas, who was suspended from the Board of Trade last March, was reinstated by the directors Aug. 13 and on the 15th posted his membership for transfer.

Edward Andrew, Frank B. Rice, E. A. James, H. N. Sager and W. N. Eckhardt have been elected as delegates to represent the Board of Trade at the 16th annual convention of the Grain Dealers Natl. Ass'n at Norfolk, Va., Oct. 1 to 3, 1912.

Geo. Watkins, an old-time member of the Board of Trade, who has been in the grain business for 40 years, died Aug. 13 at Traverse City, Mich. Years ago he was junior member of the firm of Staubro-Watkins, and was for several years connected with E. W. Bailey.

Changes in the joint transit privileges were suggested at a recent conference, recommended by the railroad com'te of the Board, and have been sent to members by W. M. Hopkins, mgr. of the transportation dept., who requests that he be advised of any further changes the trade may desire.

Application for membership in the Board of Trade has been made by Valentine O'Grady. Arthur Banta and Harry W. Kress have been admitted to membership and the certificates of James J. Rardon, Stephen A. Wilder, J. B. Lucas, J. J. Cleveland and Roger J. Mott have been posted for transfer.

W. S. Crosby, for more than 30 years a prominent figure in the grain trade of this city, and for the last 10 years floor mgr. for Shearson, Hammill & Co., died Aug. 19 of acute indigestion at the age of 65. He was well known on the Board, having also served as office mgr. for Logan & Bryan for many years. At one time he was the head of W. S. Crosby & Co. He is survived by his widow, four sons and three daughters.

The baseball team of the Board of Trade will meet the team of the Illinois Trust & Savings Bank, Aug. 29, in the annual struggle for supremacy, the field of combat being the White Sox Ball Park, the use of which has been donated by Pres. Comiskey. Heretofore the proceeds of the game, which is an annual affair, have been devoted to a charity which has erected nine cottages at the summer camp maintained for poor children of the city, at Algonquin, Ill., but this year the promoters have decided to donate the money to the Boy Scouts of America, for the establishment of a permanent camp on the shores of White Lake, Mich. The camp will be dedicated under the name of the Board of Trade.

Carelessness of teamsters in loading and unloading grain is the subject of Bulletin No. 178, issued Aug. 12, by W. M. Hopkins, mgr. of the transportation dept. of the Board of Trade. The bulletin reads in part: My attention has been recently called by the railroads to a number of cases where several bus. of grain were left in the car after it was presumed to have been fully unloaded, and a bu. or more spilled on the ground and not gathered up. The loss in such case is due to the carelessness of teamsters in not thoroly sweeping the car after unloading and failing to gather up the grain spilled on the ground. The railroad company is not responsible for a loss of this kind, and attention is directed to the matter that teamsters be instructed to thoroly sweep cars and gather up any grain that may be spilled on the ground while unloading.



Jno. F. Mooney, formerly with Farson, Son & Co., is now with Ware & Leland.

CHICAGO CALLERS: Geo. R. Read, Lindenwood, Ill.; C. E. Nichols, Lowell, Ind.—J. Overmyer, Kouts, Ind.

The elvtr. of the J. J. Badenoch Co. burned to the ground at 2 a. m., Aug. 15. The fire was discovered by the watchman on the first floor, but the flames spread so rapidly that the elvtr. was a roaring furnace by the time the first engine arrived. Jno. Gale, the watchman, was compelled to jump from a second story window and received injuries that are of a serious nature. Two explosions shook the neighborhood and even as the firemen arrived the walls of the big structure began to fall. The fire had evidently been under headway for hours when discovered. The building was filled with grain and hay, which furnished ready fuel to the flames, burning for hours. The loss is placed at \$300,000, and is nearly covered by insurance. Nine houses adjoining the elvtr. property and a number of freight cars were also destroyed. Fire Chief Seyferlich said that the water pressure was inadequate to reach the top of the structure to do effective work. He also said: There should be a law in the future forbidding the erection of other than concrete or brick elevators in the low-pressure districts of the city.

The Board of Trade kept "open house" to the members of the G. A. R. in Chicago on Aug. 22, on the occasion of the banquet and entertainment for the survivors of the "Board of Trade" regiments and battery. Fifty years ago 3,000 young men started on the march to the front and yesterday but 154 answered the roll call of the three regiments. They mustered in the exchange room of the Board of Trade at 5 o'clock, where they were made welcome. The Board of Trade band played martial music, relieved now and then by the General Grant Post, G. A. R., fife and drum corps, and at 6 o'clock the "mess call" was sounded by William Metzger, the "bugle boy" of the regiment. The old soldiers then marched to the banquet room in company formation, the men taking their places in the ranks as they did half a century ago. After the banquet formal speech-making was done away with, and the veterans present were allowed to tell their experiences of the civil war in their own manner. Many hitherto unwritten stories of the battles of the south were told. The companies represented at the reunion were the 72d, 88th and 113th Illinois Volunteers and the Board of Trade battery. These regiments were all recruited at the expense of the Board of Trade. Honors of the evening went to Company A of the 88th, which had its full quota of officers present in charge of Capt. A. H. Mason and Lieuts. William Marmon and Henry A. Ward. Both the exchange hall and the visitors' room were handsomely decorated with flags and the veterans were treated to an old-fashioned flag-raising on a pole erected in the corn pit. Some of the survivors came long distances to attend the fiftieth anniversary.

## INDIANA.

Griffin, Ind.—Dan. M. Price, a grain dealer, was married July 17, to Mabel A. Young.

Anderson, Ind.—The Union Grain & Coal Co. is installing a complete Nordyke & Marmon Co. feed mixing outfit.

Noblesville, Ind.—The elvtr. of the Noblesville Mlg. Co. has been completed. Jas. Stewart & Co. had the contract.

Indianapolis, Ind.—A. J. Wishmeyer, an employe of the Indianapolis Elvtr. Co., was injured in a fall from the top of a box car.

Valparaiso, Ind.—The Nickle Grain Co. incorporated; capital stock, \$10,000; incorporators, P. E. Goodrich, A. F. Weijohn and S. D. Bailey.

Montezuma, Ind.—Wm. Montgomery of this city and Rohm Bros. of Rockville, are building an elvtr. on the site of the old mill of A. H. Nordyke.

Fort Wayne, Ind.—The new plant of the Mayflower Mlg. Co. is nearly complete, the elvtr. and the power house being roofed and ready for the machinery.

Columbia City, Ind.—The Columbia Equity Co. has been organized with a capital stock of \$10,000 to conduct a supply business for farmers and buy grain.

Ft. Wayne, Ind.—The Metz-Bloom Co. incorporated to deal in grain, hay and seeds; capital stock, \$10,000; incorporators, N. W. Bloom, C. S. Ridenour and F. R. and L. D. Metz.

Beeson sta., Milton p. o., Ind.—I have bot the elvtr. of the Beeson Sta. Grain Co., and now own and operate the Cambridge City Coal Co. and the elvtr. at Milton, in addition to the one at this station—T. J. Connell.

Haskell, Ind.—We expected to build an elvtr. here on the G. T. Ry., but the R. R. was so slow in giving us a siding, that we could not build in time for this year's crop, so will not build until fall.—S. D. Bailey & Co., Wanatah.

Bluffton, Ind.—C. F. Davison is directly or indirectly maintaining scoopshoveling, one of his scoopshovel shipments being C., B. & Q. 107709, oats, loaded and billed out of Pleasant Mills, Ind., Aug. 19.—T. P. Riddle, sec'y Ass'n of N.-W. Ohio.

Talbott, Ind.—The Kelly-Betts Grain Co., incorporated to construct, maintain and operate elvtrs. and transact the business of buying and selling grain and the manufacturing of meal, feed and grain and cereal products; capital stock \$21,000; incorporators, Frank and Lee Kelly and A. E. Betts.

Evansville, Ind.—W. O. McIntosh, special agt. of the Southern Ry. Co., recently arrested D. K. Sommers on no less than 15 charges. Sommers is alleged to have beaten grain men of Birmingham, Cincinnati, Atlanta, Baltimore and other cities out of thousands of dollars by bogus Bs/L. He is said to have forged a large number.

Seaford, Ind.—The contract for the building of Schlademan Bros.' new elvtr. was not held by H. C. Clark, as erroneously stated in this column Aug. 10. Mr. Clark is simply the foreman of construction for the contractor. The same is true of the work at Royal Centre for Sims & Ashpaugh, for which Mr. Horn had the contract.

Berne, Ind.—Mrs. Anna Egly, wife of C. G. Egly of the Egly-Doan Elvtr. Co., of Fort Wayne, was appointed postmistress at this station July 13. Mr. Egly has been in line for the office for some time; but finding his other interests required all of his time and attention, he withdrew in favor of his wife, who received the commission.

Indianapolis, Ind.—A clever bank forger, who fleeced the First and American National Banks in Frankfort last week of various amounts from \$1,000 to \$4,000, presented one of the checks for \$2,000 with the signature of Thomas Sims, a grain dealer. The young man entered the bank and giving his name as O. C. Craig, handed the cashier the check. The bank hesitated in cashing the check, and the man requested that Mr. Sims be called by telephone. The bank got his son on the phone, but the son said he knew nothing about the check. The bank then called Mr. Sims' home, but he was out of the city. The forger was disappointed in not being able to get the money and finally the bank consented to cash the check, giving the forger, the officials say, \$500, but it was persistently reported that \$2,000 was the actual amount paid.—M.

## IOWA.

Spencer, Ia.—Thos. Lacy has bot the elvtr. of F. M. Tuttle.

Toledo, Ia.—Jno Berry has secured a lease and will build an elvtr.

Quimby, Ia.—The elvtr. of Weart & Lysaght was recently struck by lightning and damaged.

South Amana, Ia.—The elvtr. of the Amana Society will be repaired.

Creston, Ia.—A. F. Girard and J. F. Treanor have bot the elvtr. of Wray Bros.

Casey, Ia.—The elvtr. & sheller plant of E. W. Miller & Co. are almost completed.

Moorland, Ia.—The capacity of the elvtr. of the Farmers Elvtr. Co. will be doubled.

Lake View, Ia.—The Updike Mlg. Co. has bot the elvtr. of the Quaker Oats Co.

Dinsdale, Ia.—Work on the elvtr. of the Farmers Elvtr. Co. is progressing rapidly.

Lake City, Ia.—The Updike Grain Co. has bot the plant of the Wells Hord Grain Co.

Fort Dodge, Ia.—The plant of the Quaker Oats Co. will be put into operation at once.

Garwin, Ia.—J. A. Beery has let contract to the Newell Constr. Co. for a 20,000-bu. elvtr.

Dumont, Ia.—Work is progressing rapidly on the 20,000-bu. elvtr. of the Farmers Elvtr. Co.

Cleghorn, Ia.—We have painted and repaired our elvtr.—J. C. Hebb, agt. Farmers Elvtr. Co.

Eddyville, Ia.—A 14x16-ft. addition to their elvtr., 24 ft. high, will be built by Lamis & Hoose.

Granger, Ia.—Work has been started on the elvtr. of the Farmers Elvtr. Co., on the new interurban line.

Libertyville, Ia.—The contract for the elvtr. of the Farmers Elvtr. Co. was let to the Newell Constr. Co.

Galbraith, Ia.—Wm. A. Curtis of Humboldt, assumed his new duties as mgr. of the Western Elvtr. Co., Aug. 8.

Vining, Ia.—The new elvtr. of Vencil Hrabak is nearing completion. The Newell Constr. Co. is doing the work.

Palo, Ia.—Work has just commenced on the 20,000-bu. elvtr. of the Farmers Elvtr. Co., which will be up-to-date in every way.

Cedar Rapids, Ia.—The elvtr. of the Jackson Grain Co. burned at 1 p. m., Aug. 23, the fire starting in the cob room; loss \$16,000.

Hawkeye, Ia.—Thos. Beggs of Kanawha has succeeded me as mgr. of the Hunting Elvtr. Co.—A. M. Ennery, Kempton, N. D.

Coggon, Ia.—The Central Lbr. & Coal Co. of Dubuque has let the contract for a 15,000-bu. up-to-date elvtr. to the Newell Constr. Co.

Marsh, Ia.—C. M. Bolan has succeeded me as mgr. of the Farmers Elvtr. Co. and I am taking a vacation at Danville, Ia.—C. V. Kiger.

Garland sta., Mediapolis p. o., Ia.—The Farmers Elvtr. Co. has secured a site and let contract for an elvtr. to the Newell Constr. Co.

Grinnell, Ia.—Jno. Giaman, formerly mgr. of the Farmers Elvtr. Co., at Melvin, is now mgr. of the Farmers Elvtr. Co. at this station.

Clear Lake, Ia.—The elvtr. of Samuel J. Clausen on the Mason City and Clear Lake Electric R. R., has been repaired and opened for business.

Keene, Ia.—The King-Wilder Grain Co. of Cedar Rapids will build a 20,000-bu. elvtr. at this station. The Newell Constr. Co. will do the work.

Atlantic, Ia.—The grain office of the Beal-Vincent Grain Co. has been reopened with Walter Beal in charge, after being closed for four months.

Allison, Ia.—J. T. Cook has resigned as mgr. of the Farmers Elvtr. Co. and has bot an elvtr. at Bristow. He will be succeeded by J. H. Schuler.

Granger, Ia.—The elvtrs. of the late Geo. and James Hanley, recently killed in an automobile accident, at Herrold, Gardiner, Granger and Madrid, have been ordered sold by Judge De Graff in the probate court. Thos. C. Hanley is administrator of the estate.



Story City, Ia.—A large drying tower for the Farmers Elevator Co. is being erected by the Newell Constr. Co. The work will be finished at an early date.

Davis City, Ia.—C. R. Rauch of the Iowa-Missouri Grain Co., with headquarters at Leon, recently formed a company in this city to build an elevator.

Dana, Ia.—We have let contract for a 20,000-bu. elevator, to replace the house burned July 25, to the R. M. Van Ness Constr. Co.—Brenton, McCall Co.

Cedar Rapids, Ia.—The Quaker Oats Co. is building tile tanks in connection with its present plant, with a capacity of 600,000 bus. Barnett & Record Co. has the contract.

Elliott, Ia.—D. W. Brick, a grain dealer of this city, was recently sued for \$20,000 for breach of promise by Miss May Lafferty. The matter was settled out of court for \$7,000.

Morning Sun, Ia.—F. H. Kirchner of Lone Tree, will be mgr. of the Farmers Elevator & Supply Co., and will take charge as soon as the elevator now under construction is completed.

Wheelerwood, Ia.—The elevator of the Western Elevator Co. has been repaired, a new office being built and a cement foundation put under the elevator and scales.—E. A. Ellis, Mason City.

Whittemore, Ia.—Wegemer & Higgins have bot the elevator, coal sheds and flour and feed business of the L. J. Button Elevator Co., at this station, and will continue to operate it.—W. Lancaster.

Lynnville, Ia.—Wilford Williams has been elected temporary pres. of the Farmers Co-op. Elevator Co., now being organized. Other officers are C. C. Elliott, vice-pres.; C. A. Williams, sec'y, and Arie Ellscoff, treas.

Quasqueton, Ia.—Chas. Sauer will build a 25,000-bu. elevator as soon as the C. & N. W. R. R. is completed to that station. Work will be started at an early date by the Newell Constr. Co., which has the contract.

Madrid, Ia.—L. E. Johnson and Carl W. Lundahl have bot the elevator of the Granger Elevator Co., at this station, from the administrator of the Hanley estate, the elevator belonging to Geo. and James Hanley, who were killed at Geneva, Ill., July 2, when their automobile was struck by the overland express.

Hampton, Ia.—The elevator of the Farmers Elevator Co., containing 10,000 bus. of grain, was struck by lightning at 4 a. m., Aug. 12, and burned to the ground, the office with all the books of the company, a large number of sacks of feed and flour and the driveway were saved. The loss is fully covered by insurance. Chas. Scantleburg, mgr. of the company, will continue to buy grain, loading direct into cars, until a new elevator is built.

Otho, Ia.—Jno. T. Zink, formerly mgr. of an elevator here, who came back from Kasbeer, Ill., where he is now mgr. of the Farmers Elevator Co., to answer to the charge of embezzling \$3,300, has been released under bonds signed by the treas. of the elevator company at Otho, and has returned to his duties at Kasbeer. When Mr. Zink left Otho, there was a small discrepancy on the books; but the shortage was attributed to grain shrinkage and the matter apparently settled to the satisfaction of all concerned. Later, it is said, enemies employed an auditor to go over the books and a shortage of over \$3,000 was reported. It is believed that a mistake has been made and that Mr. Zink will be fully exonerated.

## KANSAS.

Albert, Kan.—L. G. Mausolf has built a new office for his elevator business.

Neola, Kan.—W. T. Shute, of Macksville, is building an elevator at this station.

Grigsby, Kan.—The Rock Elevator Co. is building an elevator.

Mayetta, Kan.—R. L. Miller has bot the business of Cooney & Miller.

Bennington, Kan.—We have installed a Boss Car Loader.—Farmers Elevator Co.

Wilroads, Kan.—W. T. Shute has his new 10,000-bu. elevator completed and is taking in grain.

Walton, Kan.—The recently incorporated Farmers Grain Co. is building a 12,000-bu. elevator.

Weber, Kan.—Lightning struck the elevator of Bossemeyer Bros., Aug. 5; damage slight.

Portland, Kan.—The Arkansas City Mills have bot the elevator of the New Lra Mills.—W. M. Halfhill.

Rock, Kan.—The Conklin Grain Co., of Douglass, built an elevator at this station and are now taking in grain.

Troy, Kan.—Kent & Kinkead now have their new elevator completed and are doing a general grain business.

Pawnee Rock, Kan.—W. M. Lewis has been repairing his elevator and covered the entire building with iron.

Fowler, Kan.—The recently incorporated Southwest Grain Co. of Hutchinson will build an elevator at this station.

Montezuma, Kan.—The C. C. Isely Lbr. Co. has built a 13,000-bu. elevator at this station and is now taking in grain.

Plains, Kan.—R. Romer of Liberal is interested in the organization of a farmers elevator company at this point.

Hoisington, Kan.—G. A. Adams and H. G. Hall have purchased ground for a 14,000-bu. elevator, and will start work at once.

Protection, Kan.—The elevator of the Stevens-Scott Grain Co., now under construction, will have a capacity of 20,000 bus.

Bellefont, Kan.—I am now employed by the Offerle Grain & Supply Co., at this station.—R. L. Cunningham, formerly at Seward.

Seward, Kan.—C. E. Hartwell has succeeded me as mgr. of the Farmers Produce & Supply Co.—R. L. Cunningham, Bellefont.

Salina, Kan.—After being with the Shellabarger Mill & Elevator Co. for 12 years, I have quit the grain business and am in other business for myself.—I. H. Leith.

Kanopolis, Kan.—I have secured the position of agt. for the Aaron Kipp Grain & Coal Co. at this station thru my advertisement in the Grain Dealers Journal.—A. F. Conrad, formerly of Elden, Minn.

Coffeyville, Kan.—The Rea-Patterson Mfg. Co. will remodel its plant and install new machinery, including a rolling screen cleaner, sheller and new stand of elevators. The P. H. Pelky Constr. Co. will do the work.

Almena, Kan.—I have bot the elevator of the F. C. Kellogg estate at this station and will install a cleaner and car loader. The elevator, belonging to the same estate at Brewster was sold to Burton J. Kellogg of Stratton, Neb., and the one at Long Island was leased to the Oberlin Mill Co.—M. S. Mellor.

Topeka, Kan.—A formal protest, signed by hundreds of farmers of Ford and adjacent counties, against the new law that prohibits the sale of wheat containing ½ lb. of weed seeds or foreign matter on the ground that it is adulterated, will be presented to the Kansas State Board of Health. They consider the law the greatest injustice ever aimed at the farmer and will attack it direct. W. G. Painter is circulating the petition.

Topeka, Kan.—At the recent meeting of the Grain Growing Commission held in this city July 30, grades of grain to be known as Kansas Grades were adopted, effective Aug. 1, 1912. After adopting the rule allowing 10 per cent of yellow berries in No. 1, 2, 3, and 4 hard winter wheat and 8 per cent instead of 5 per cent of hard or white winter wheat in red winter wheat, the commission declined to adopt the dockage system of inspecting wheat, holding that while it has many good features, confusion would result from its use, as the surrounding states do not use it.

Simpson, Kan.—The Farmers Elevator Co. has been unable to secure cars fast enough to take care of the incoming new wheat and was forced to dump several thousand bus. on the ground.

Atchison, Kan.—The mill and elevator of the United Cereal Mills Co., which owns and operates the Egg-O-See Co. in this city, was struck by lightning, Aug. 7, and burned to the ground, a warehouse of the company also being consumed; loss \$150,000. The machinery, stock and warehouse, the property of the company, were valued at \$100,000 and were partly covered by insurance, the mill and elevator, belonging to the Santa Fe Ry. Co. The lightning struck the extreme top of the main building, which was 150 ft. high, and firemen were unable to reach the flames in time to save the building.

## WICHITA LETTER.

The engagement of Thomas M. Thomas, who has charge of the office of Orthwein-Matchette Co. in this city, to Miss Julia Bitting has been announced.

Mrs. Sophia Miltner, widow of Jno. B. Miltner, one of the first elevator operators of this city, was fatally injured July 19, when struck by an automobile.

Jule G. Smith, who recently bot the Board of Trade membership of C. B. Gaunt, is not pres. of the Terminal Elevator Co. of Fort Worth, as stated in these columns Aug. 10, but is pres. of the Fort Worth Elevators Co.

C. L. Davidson and R. H. Faxon have been appointed by the industrial bureau of the Wichita Business Ass'n to see what can be done toward the erection of a 1,000,000-bu. elevator in this city. The interest in such a proposition is very deep among the business men.

The issuance of Bs/L will be safeguarded at this city by the railroads which have named certain clerks as the only ones authorized to sign Bs/L, and to use a rubber stamp of distinctive design. The bankers will compare signatures on Bs/L tendered with the signatures of these clerks kept on file. While not a complete protection against fraud, these precautions will make forgery easier of detection.

The Nevling Elevator Co., one of the oldest and best known grain companies in this city, filed a petition in bankruptcy Aug. 6, scheduling its assets at \$50,000, consisting of a 125,000-bu. elevator in North Wichita, and liabilities at \$37,000. During the last two years the company has suffered severe loss in two cases on account of the disputed ownership of grain in its elevator by firms that were on the verge of failure.

## KENTUCKY.

Louisville Ky.—The J. A. & O. L. Jones Mill & Elevator Co. of Nashville, Tenn., is building a \$7,000 warehouse adjoining its elevator.

Hardinsburg, Ky.—Hardinsburg Elevator Co. incorporated; capital stock \$10,000; incorporators, J. A. Cook, Alf. Taylor and Frank DeHaven.

Owensburg, Ky.—R. W. Owens, mgr. of the Griffith Elevator Co., fell from a wagon to the elevator platform, Aug. 6, and sustained a dislocated shoulder and a fractured rib.

Louisville, Ky.—The Ritter-Hennings Co. incorporated to deal in grain, cement, lime, coal, hay, etc.; capital stock \$25,000, the liabilities not to exceed the capital; incorporators Edwin M. Ritter, L. W. Hennings and Wm. M. Schanzenbacher.

## LOUISIANA.

Receipts of grain at New Orleans during July included 4,000 bus. of wheat, 132,000 of corn and 180,000 bus. of oats; compared with 189,000 bus. of wheat, 177,020 of corn and 207,240 bus. of oats received in July, 1911. Shipments for the month included 2,182 bus. of wheat, 248,850 of corn and 6,297 bus. of oats; compared with 60,590 bus. of wheat, 74,344 bus. of corn and 3,529 bus. of oats shipped in July, 1911.—H. S. Herring, sec'y Board of Trade.



Bogalusa, La.—J. A. Chishold has bot the interest of the Sibley Bros. in the Bogalusa Grain Co.

New Orleans, La.—The elvtrs. of the T. & P. Ry. Co., the Frisco Ry. Co. and the I. C. R. Ry. Co. are being repaired and put in shape in expectation of a bumper crop.

## MARYLAND.

Sudlersville, Md.—A \$10,000 elvtr. is being built by W. D. Roe & Son.

### BALTIMORE LETTER.

Pembroke W. Pitt, confessed forger of Bs/L that wrecked the firm of Pitt Bros. & Co., was sentenced Aug. 22 to 5 years and 6 months in jail. Pitt secured over \$300,000.

Baltimore dealers will go to the convention of the Grain Dealers National Ass'n by steamer, leaving Baltimore 6:30 p. m., Sept. 30, and arriving at Norfolk, Va., at 7 a. m. next day.

The first western oats to reach this market were received Aug. 3 from Ohio, consigned to C. P. Blackburn & Co., grading No. 4 white and selling at 51c. The first oats received in 1911 arrived July 26 from Indiana and graded No. 2 white.

The following change in the grade of No. 2 red wheat is proposed by the wheat com'te of the Chamber of Commerce, to become effective Sept. 13: "No. 2 red wheat shall be dry, sound, reasonably clean red winter wheat, and may contain not more than five per cent of white grains." White grains to the amount of 10 per cent were heretofore allowed in this grade.

Senator John W. Smith of Maryland interposed vigorous objection to the passage of the House bill authorizing federal inspection and grading of grain when a unanimous vote for its passage thru the Senate was asked. Senator Smith said: "This bill is most iniquitous. It places our grain business under federal control without the remotest reason. It intrudes upon the right of a state or a trading community to inspect and grade its own grain. It is paternalism of the worst form, and I shall lose no opportunity of obstructing its passage."

## MICHIGAN.

Harriette, Mich.—James Southwick is building an elvtr..

Richville, Mich.—J. L. Ortnier is building an addition to his elvtr.

Reed City, Mich.—We are just getting into the bean trade.—Curtis Bros.

Evart, Mich.—Chas. Smith, grain dealer, was married to Miss Nellie Meredith of Reed City.

Coral, Mich.—Chappe & Skeoch are installing a feed mill and have increased the capacity of their elvtr.

Clifford, Mich.—The office of the Clifford Elvtr. Co. has been repaired and subjected to a thoro housecleaning.

Sparta, Mich.—W. B. Stiles & Sons are building a flour mill in addition to their newly completed elvtr. plant.

Midland, Mich.—The Saginaw Grain Co. is building an elvtr. and will handle grain, hay and beans at this station.

Harrison, Mich.—The Harrison Elvtr. Co. has been organized and work will be started at once on a \$5,000 elvtr.

North Adams, Mich.—I have bot the factory building and property of the Azle Mfg. Co. and will enlarge my coal sheds and feed dept.—F. J. Williams.

Morrice, Mich.—The F. M. Towner Co. is building a 50x20-ft. shed over the front of the elvtr., the roof being supported by ornamental posts set in a cement retaining wall.

Falmouth, Mich.—The McBain Grain Co. is building a 28x80-ft. addition to its potato warehouse and will in future handle grain, hay and beans. A coal shed is also being built.

Bad Axe, Mich.—At the annual meeting of the Farmers Elvtr. & Produce Co., Jno. Hunt was re-elected pres., Mat. McIntyre vice-pres. and W. H. Quail mgr. The company had a very profitable year.

Saginaw, Mich.—At the recent annual convention of the Michigan Hay Ass'n, held in this city Aug. 17, the name of the organization was changed to the Michigan Hay & Grain Ass'n, and the by-laws will be written to include dealers in hay, grain and potatoes. The membership of the new ass'n is placed at 400. The following officers were elected: Chas. Wolohan, Birchrun, pres.; F. E. Newlin, Albion, first vice-pres.; H. D. Bent, Shepheard, second vice-pres.; Albert Todd, Owosso, treas. L. S. Barlow, Port Huron; W. H. Sturgis, Flint; A. Chatterton, Mt. Pleasant; James Kerr, Melvin; A. E. Clutter, Adrian, and D. Mansfield, Remus, directors. A paid sec'y will be appointed by the directors who will also select the next meeting place for the annual convention.

Chesaning, Mich.—The elvtr. of Stuart & Perrot, built to replace the elvtr. burned last January, has been finished. The main building is 30x60 ft. on the ground and 32 ft. high, with a 16x32-ft. cupola, giving the elvtr. a height of 65 ft. The latest cleaning and elevating machinery has been installed and the bins have a capacity of 30,000 bus. The office building containing the picking and bagging rooms, is a two-story cement brick structure, 20x30 ft. The office is 12x20 ft. and the bagging room, 18x20. The engine room is also built of cement brick and is 16x28 ft. with a 35-h. p. engine. In the basement are the receiving pits and floor space measuring 28x80 ft. Fire protection has been carefully considered and both the engine room and office building are separated from the elvtr. proper by brick fire walls and asbestos lined doors. The outside of the elvtr. is covered with corrugated galvanized sheet steel, and roofed with fire-proof roofing. The driveway shed along the east side of the elvtr. will be 16x60.

## MINNESOTA.

Rothsay, Minn.—The Farmers Grain Co. has opened its elvtr.

Reading, Minn.—The Farmers Union will build an elvtr.

Darwin, Minn.—The elvtr. of the State Elvtr. Co. is being repaired.

Foley, Minn.—Mr. Peters will run the elvtr. of the Farmers Elvtr. Co.

Correll, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Crown Elvtr. Co.

Dexter, Minn.—The La Crosse Grain Co. has just installed a new gasoline engine.

Ogema, Minn.—The Benson Grain Co. of Heron Lake will build a 25,000-bu. elvtr.

Underwood, Minn.—The Andrews Grain Co. has recently completed a new engine house.

Gary, Minn.—The elvtr. of the Gt. Western Elvtr. Co. has been opened with L. Hatvik as buyer.

Ceylon, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Western Elvtr. Co., paying \$3,200.

Luverne, Minn.—I have succeeded E. J. Keenan as manager of the Farmers Co-op. Co.—G. E. Dugan.

Underwood, Minn.—Helge Hendrickson took possession Aug. 1 of the elvtr. of the Farmers Elvtr. Co.

Walnut Grove, Minn.—E. W. and W. A. Swoffer have bot the elvtr. and fuel business of A. Swoffer.

Watson, Minn.—B. Odegard has opened the elvtr., which he recently bot of the Monarch Elvtr. Co.

Lake Wilson, Minn.—The elvtr. of the Hubbard & Palmer Elvtr. Co. has been opened for business.

Carthage sta., East Grand Forks p. o., Minn.—I am now agt. for the Monarch Elvtr. Co.—Anton Anderson.

Farmington, Minn.—I have bot the elvtr. at this station, which I have been operating under lease.—D. O. Smith.

Stiles sta., Sauk Center p. o., Minn.—The elvtr. of the Monarch Elvtr. Co. burned July 24, will be rebuilt.

West Union, Minn.—E. J. Swezly of Sauk Center will buy grain for the Lee & Gingery Co., at this station.

Garvin, Minn.—The Farmers Independent Elvtr. Co. is installing a 10-h. p. kerosene engine.—Peterson & Webb.

Ceylon, Minn.—S. L. Dotson has resigned as mgr. of the Farmers Elvtr. Co. and will be succeeded by Dan Clark.

Rockford, Minn.—The Atlantic Elvtr. Co. has decided to make its flat house into an elvtr. and will raise the building.

Pipestone, Minn.—We are installing a 5-h. p. General Electric Motor in our elvtr. —I. L. Demaray, mgr. Farmers Co-op. Co.

Trail, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of Deimer-Pepper Elvtr. Co.—E. S. Erickson, pres. Farmers Elvtr. Co.

Lake Benton, Minn.—C. C. Hatchard has succeeded me as mgr. of the Farmers Co-op. Elvtr. Co.—O. C. Ruddy, Raymond, S. D.

Kiester, Minn.—L. B. Lund has succeeded C. F. Langworthy as agt. of the Western Elvtr. Co.—J. O. Lund, Briceyn, Minn.

Pelican Rapids, Minn.—Chas. L. Alexander has bot the elvtr. of the Minneapolis & Northern Elvtr. Co. and will open it Sept. 1.

Beardsley, Minn.—Dittes Bros. have bot the elvtr. of the Brown Valley Farmers Elvtr. Co. Chas. Dittes is mgr.—A. B. Gillette.

Castle Rock, Minn.—Mr. Norton has succeeded F. C. Pryor as mgr. of the Farmers Elvtr. Co., Mr. Pryor retiring.—D. O. Smith, Farmington.

Princeton, Minn.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. recently burned to the ground. Work of rebuilding will begin at once.

Rose Creek, Minn.—Mr. Whalen of Lime Springs took charge of the elvtr. of John Cronan & Co., Aug. 12, and will be mgr. for the coming year.

Luverne, Minn.—Dunn Bros., who recently bot the elvtr. of G. C. Bunday, have opened the elvtr. and are installing a new Fairbanks Gasoline Engine.

Erdahl, Minn.—Erdahl Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, C. K. Westbee, Martin N. Lee, H. H. Berkskow and others.

Sumter, Minn.—The new survey of the C., M. & St. P., which will put in a double track here, necessitates the moving of the elvtrs. away from the tracks.

Thief River Falls, Minn.—Tessum & Tedmanson are lengthening their driveway in order to have room for two loads at a time.—Farmers Exchange Elvtr. Co.

Wendell, Minn.—The elvtr. of the Atlantic Elvtr. Co. will be opened under the management of C. E. Stickney.—M. N. Johnson, agt. Osborne-McMillan Elvtr. Co.

Thief River Falls, Minn.—The Benson Grain Co. is building a 25,000-bu. elvtr. The equipment will include a Fairbanks Wagon Scale and 7-h. p. General Electric Motor.

Hereford, Minn.—The elvtr. of the Winter, Truesdale Ames Co., which has been closed for some time, will be opened with Chas. Torgerson as mgr.—M. M. Johnson, Wendell.

Taopi, Minn.—G. W. Pitts has bot the elvtr. of W. F. Jordan, which has been recently operated by Cronan & Eastman. Jno. C. Folger of Alton, Ia., has taken the lease for the coming year.

Mankato, Minn.—The Hubbard Mfg. Co. has filed a claim for \$537 with the sec'y of the Minneapolis Chamber of Commerce, against W. H. Dickinson & Co., asking that the membership of the firm be sold to satisfy the claimants.



Kenneth, Minn.—Delos Barnard is in charge of the Greig & Zeeman Elvtr., succeeding W. V. Willey as agt.

Wood Lake, Minn.—The recently incorporated Equity Elvtr. & Trading Co. bot our elvtr., and we later bot the elvtr. of the Columbia Elvtr. Co. and are still in business at this station.—Erick Johnson, agt. Gt. Western Elvtr. Co.

Albert Lea, Minn.—O. H. Koethe, who has had charge of the elvtr. of G. A. Swan for the last three years, has resigned and will enter the mercantile trade. Chas. Fellows, his assistant at the elvtr., will have charge for the time being.

Montevideo, Minn.—The recently incorporated Montevideo A. S. of E. Co-op. Elvtr. & Trading Co., has bot the elvtr. of Stebbins & Thompson, known as the Case Elvtr. Louis Thompson, one of the former owners of the elvtr., will be mgr.

Wolverton, Minn.—Wm. Edenstrom has succeeded Wm. Gettman as mgr of the Wolverton Elvtr. Co. The Winter, Truesdell, Ames Co. has not bot the elvtr. of the Minneapolis & Northern at this station but has leased it. I am in charge.—Alfred J. Borsheim.

Fairmont, Minn.—The three elvtrs. of the Wohlheter Elvtr. Co. were sold at sheriffs sale Aug. 6. The elvtr. at this station was sold to the Martin County Nat'l Bank for \$2,175; the one at Truman to the Truman Farmers Elvtr. Co. for \$2,800, and the one at Northrop to A. L. Ward for \$1,500.

Albert Lea, Minn.—The Speltz Grain & Coal Co. is spending \$12,000 on improvements to its plant, building a new barn 24x46 ft. with a wagon shed 20x24 in addition to the new coal and grain elvtrs. under construction. The coal elvtr. is 30x34 ft. and the grain elvtr. 22x22 ft. and 40 ft. high.

Amboy, Minn.—The farmers of this vicinity have discovered that what they had bot and sowed as flaxseed has come up as kale and raised such a complaint that the elvtr. firm who sold the seed hired 15 boys at 10c an hour to pull up the kale and clean the fields. The work took several weeks and then the Hubbard & Palmer Co. gave them a big picnic at Bass Lake.

Canby, Minn.—We have bot the elvtrs. A and B of John Swenson with the coal sheds and corn cribs and are now putting in a new Fairbanks Dump Scale in Elvtr. A and have let the contract for electric power and light in both elvtrs. Elvtr. A stands on R. R. ground, but Elvtr. B is on private ground, which will be deeded to the company. I am mgr. and have bot grain here for 22 years.—O. E. Nygren.

Moorehead, Minn.—On July 25, 1911, burglars forced the lock on the door of the office of the Dwight Mill Elvtr. and on July 25, 1912, repeated the act, employing very nearly the same means. In each instance they secured a wheel key from a box car and left it on the premises. Since their first visit Mgr. Fitch has never left money in the elvtr. over night, so that this time the thieves obtained only an old revolver and a watch worth about \$7. Last year they took \$30. The company is wondering if it is to be an annual affair.

Duluth, Minn.—The adoption of the following rule was endorsed by the directors of the Board of Trade and a vote was taken Aug. 22: In case any property contracted for future delivery is not delivered at maturity of contract, the pres. shall appoint a com'te of three from the membership at large, to be approved by the board of directors, which com'te shall determine as nearly as possible the true commercial, or market, value of the commodity in question on the day of the maturity of the contract, and the price so established shall be the basis upon which settlement shall be made. Said com'te shall determine the price at which it shall be proper to make settlement on all trades in said commodity, which shall be, as liquidated damages, the payment of not less than 3 per cent nor more than 10 per cent (as the com'te may deem just and equitable) above the then true commercial, or market, value of the commodity, as so determined by the com'te.

## MINNEAPOLIS LETTER.

Oswald K. Sellers of Duluth has applied for membership in the Chamber of Commerce.

Railroads centuring here are organizing a transit buro, thro which northwestern transit may pass for inspection.

The annual financial report of the creditors' com'te of F. H. Peavy & Co. will be issued within the next few days.

W. J. Bettingen of Winnipeg has not a membership in the Chamber of Commerce and will enter the grain trade at this market.

John E. Beggs of Terre Haute has bot the property of the Electric Malting Co. and will change the name to the Pioneer Malting Co.

Keystone Elvtr. Co. incorporated; capital stock \$50,000; incorporators, Paul E. Kuster, Lincoln E. Hallested and Laurence A. Eggleston.

R. Clendenning has succeeded H. G. Atwood as pres. of the Atwood-Stone Co., Mr. Atwood taking the position of pres. of the American Mlg. Co. at Chicago.

Edson Woodworth of the Woodworth Elvtr. Co. has bot the property of C. F. Hepburn, opposite "Fair Oaks," the home of the late Sen. Washburn, and will ultimately build a home.

C. C. Chambers & Co. and W. J. and P. H. Tierney have consolidated their interests in the grain trade and will conduct future business under the name of Tierney, Chambers & Co.

Gus Meine has resigned his position with the United Flour Mill Co. and will travel for R. J. Johnstone & Co. He will also look after the management of his two elvtrs, at Gilfillan and Lamberton.

The Gould Grain Co. is sending out a new cleverly devised market letter file to its customers. All readers of the Journal tributary to Minneapolis will be sent one free of charge upon request.

In order to take care of the vast amount of grain to be handled at this market this season, the C. M. & St. P. Ry. Co. has bot additional property near its Bass Lake yards and will greatly extend its yard trackage.

The elvtr. of the Sheffield Elvtr. Co. has been left 22 ft. above grade by the lowering of the tracks of the H. & S. D., and the company has brot suit against the railroad to compel it to replace the sidetracks on a level with the new roadbed.

The Banner Grain Co. has nearly completed the 8 steel grain tanks it is erecting and will have them ready for the new crop. The company operates the Mississippi Elvtr., to which plant the new tanks have been added, and Elvtr. "D," and will have a total capacity, when the work is complete, of 450,000 bus.

The following requests for the transfer of memberships in the Chamber of Commerce have been posted: From A. L. Confer to Edward W. Diercks; J. C. Young to Fred H. McCarthy; H. J. Atwood to Chas. M. Owens; A. S. Cargill to Edward J. Grimes; E. H. Woodruff to E. L. Welch. The membership of Wm. Hunter has been transferred to Harry W. Miller.

The Stinson-Tenney Co. has reorganized and the newly elected officers are F. C. Tenney, pres. and treas., A. C. Andrews, vice-pres., J. T. McGlynn, sec'y. The company has recently taken out a membership in the Milwaukee Chamber of Commerce and opened a branch office there, and also in Chicago. Geo. A. Poe and F. C. Thomas are traveling for the company at present.

An assessment of nearly \$2,000,000 on money and credits has been ordered placed against the Chamber of Commerce by the city board of equalization, representing 550 memberships at an assessed value of \$3,500 each. Having failed, thru a ruling of the state tax commission, to assess the memberships by including them in the assessment for lands and buildings, the board cast about for some method of taxing the memberships.

The Grain Commission Merchants Ass'n is making an effort to eliminate switching charges at this market.

The Russell-Miller Mlg. Co. has bot the property of the Electric Steel Elvtr. Co., paying \$500,000 for the elvtrs., which were the first steel tank elvtrs. built in this city. The plant adjoins the Russell-Miller property and has a capacity of 2,750,000 bus. E. P. Wells was elected pres., H. R. Lyon and H. S. Helm vice-presidents, and C. E. Thayer sec'y and treas. of the new company. A \$250,000 addition to the present plant will also be erected.

The Cereal Grading Co. has opened an office in the Chamber of Commerce Bldg. and will make a specialty of supplying rye and wheat to the milling trade. Alexander Campbell is pres. of the new company, E. P. Capen, treas., E. M. Christian, sec'y, and W. T. Fraser, vice-pres. and gen. mgr.

A blaze in the basement of the 100,000-bu. elvtr. of the Dibble Grain & Elvtr. Co. Aug. 9 caused damage to the amount of \$2,000. At the time of the fire the elvtr. contained 800 bus. of new wheat and barley; but little of the grain was damaged. Investigation of the cause proved it to be of incendiary origin.

Traveling representative licenses have been issued by the Chamber of Commerce to: James Hanna, representing Northwestern Elvtr. Co.; J. P. Hull, representing Northwestern Elvtr. Co.; Richmond Lilly, representing J. H. Riheldaffer Co.; W. A. Warren, representing Anchor Grain Co. Application for traveling representative licenses have been made by W. E. Taplin to represent Northwestern Elvtr. Co.; A. W. Griswold to represent J. K. Elliott & Co.; E. W. Ramsey to represent McCauldinsmore Co.; G. L. Meine to represent R. J. Johnstone & Co.; J. F. Wilson to represent Woodward & Co.; D. R. Collins to represent T. M. McCord & Co.; Perry F. Brown to represent Quinn-Shepherdson Co.; Sander Peterson to represent Atwood-Stone Co.; E. H. Woodruff for Benson-Newhouse-Stabeck Co.; W. P. Wohlheter to represent D. R. Wagner & Co., and A. W. Hinkley to represent J. K. Elliott & Co.

## MISSOURI.

King City, Mo.—The C. E. Frederick Grain Co. is building a 10,000-bu. elvtr. This is a good grain point but it has never had an elvtr. until this season.

Holden, Mo.—The elvtr. of the Kingsville Mlg. Co. of Kingsville, containing 12,000 bus. of wheat, was recently struck by lightning and burned to the ground; loss \$14,000.

Springfield, Mo.—Arch Eversol, a grain dealer, was found in an unconscious condition in the school yard Aug. 6, having been slugged and robbed. His clothing had also been taken.

Stanberry, Mo.—The P. D. Blake Grain Co. has recently completed a 20,000-bu. elvtr. at this station. It is operated by electric motor power and is modernly equipped thruout.

Tarkio, Mo.—Van Buskirk Bros. of Shenandoah have recently bot out the interests of R. L. Gross, and have opened a branch office here with Thos. Aiken in charge. The new firm will build an elvtr. if business warrants it.

Ludlow, Mo.—We are just beginning the construction of our elvtr. E. A. Dusenberry will succeed Chas. McClintock in our firm Sept. 1, and we will then operate as the Ludlow Grain Co.—N. S. Warner of McClintock & Warner.

St. Joseph, Mo.—Suit asking for the dissolution of the United States Grain, Flour & Feed Co. was filed Aug. 5. It is alleged that the concern has no property and no debts and that the purpose for which it was organized no longer exists. The capital stock is \$20,000.

## KANSAS CITY LETTER.

W. J. Graham, former chief sampler of the Board of Trade, has resigned after 22 years service and will leave the recently organized Grain Inspecting and Sampling Dept.



Members of the Board of Trade defeated the proposed amendment prohibiting members from accepting speculative trades from employes of other firms, by a vote of 67 to 58.

The directors of the Board of Trade have recommended that in case of an emergency, wheat in cars on track be made regular on September contracts, notice to be posted 10 days before the vote is taken.

The McEwen Grain Co. will extend its operation into the central and northwestern states, having heretofore confined its shipping to the southern states. W. G. Haseltine, who has charge of the milling wheat dept., has been a member of the Board of Trade for the last 22 years.

The elevator capacity, which is regular for the delivery of grain on contracts for future delivery at Kansas City, has proved inadequate. The low prices ruling during the summer for wheat to be delivered in September, invited large purchases by millers, and cash handlers who will take delivery instead of reselling to hedgers and short sellers. To enable those having the grain, to make delivery on their contracts, the directors of the Kansas City Board of Trade on Aug. 15 recommended that members vote in favor of an amendment to the rules that will allow delivery of track wheat on contract. Another expedient being considered is to permit delivery of grain in private or railroad elevators if the one making delivery gives a bond. A vote will be taken Aug. 26 on a proposition to make private elevators regular on application by the operators.

#### ST. LOUIS LETTER.

Conner Bros. & Co. have moved from the Gay Bldg. to new quarters in the Merchants Exchange.

S. P. Mason of Omaha and S. C. Shaw of Tallula, Ill., have applied for membership in the Merchants Exchange.

R. H. Starbuck, formerly with W. L. Roseboom & Co. of Chicago, has been appointed mgr. of the broomcorn dept. of the St. Louis Com. Co.

The recent order of the directors of the Merchants Exchange, suspending Edward E. Felkel, pres. of the Missouri Com. Co. for one year, becomes effective Sept. 16.

Anthony H. Norris, recently charged with the conversion of trust funds held by him for an aunt, who is an inmate of an asylum, has been arrested on the charge of forgery in the 4th degree. Altho the embezzlement charge was brot two weeks ago, the arrest was made because of a check for \$32 passed on Arthur Koerner. Norris says that he accepted the check in good faith and supposed that it was O. K. He was formerly a grain broker on the Merchants Exchange and supt. of the Mississippi Valley Elvtr. & Grain Co.

#### MONTANA.

Glasgow, Mont.—The Imperial Elvtr. Co. is building an elvtr.

Dover, Mont.—The Mont. Cent. Ry. Co. will build elvtrs. here and at Geyser.

Hodges, Mont.—The J. C. Kinney Elvtr. Co. will build an elvtr. at this station.

Rosebud, Mont.—W. B. Hoar & Co. of Minneapolis will build an elvtr. at this station.

Lewistown, Mont.—The Rocky Mountain Elvtr. Co. will build an elvtr. near the Gt. Northern depot.

Columbia Falls, Mont.—The Royal Mlg. Co. of Great Falls, contemplates the erection of an elvtr. at this station.

Medicine Lake, Mont.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Geo. A. Richwine, James Kelly, H. O. Batterson and others.

Hingham, Mont.—The St. Anthony & Dakota Elvtr. Co. will build a 24x30-ft. elvtr. The same company will also build at Dodson, Kremlin, Gilford, Rudyard, Inverness and Shelby.

Joplin, Mont.—J. Cady has started work on a 20,000-bu. elvtr.

Lewistown, Mont.—G. L. Friedline has succeeded M. B. Lytle as mgr. of the Farmers Elvtr. Co. He has been buyer of the company for the last two years. A. D. Person of Brooks will succeed him as buyer.

Glasgow, Mont.—O. W. Simonson, formerly agt. of the St. Anthony & Dakota Elvtr. Co. at Malta, has accepted the position of supt. with the same company and will have charge of a line of 20 elvtrs. running west from this station.

Culbertson, Mont.—I have sold my interest in the North Dakota Grain Co. of Fargo, which had elvtrs. at Dazey, Walum and Stirum, N. D., and Brooten, Minn.; but am keeping the Brooten elvtr. for myself. The main office of the company will be moved to Duluth. I am now mgr. of the elvtr. of the Farmers Elvtr. Co. at this point.—Louis Peterson.

#### NEBRASKA.

Hampton, Neb.—The Hampton Elvtr. Co. has just completed an iron clad coal house.

Kimball, Neb.—The Kimball Grain & Lbr. Co. will begin to buy grain at this station Oct. 1.

Friend, Neb.—The J. Delaney Grain Co. of Geneva has leased the elvtr. of the Urdike Grain Co.

Merna, Neb.—Jacquot & Son have repaired their elvtr. and we will make repairs also.—Crete Mills.

Enders, Neb.—The Farmers Elvtr. & Supply Co. has ordered a 1,000-bus. per hour Richardson Scale.—G. F. Enispahr, mgr.

Sidney, Neb.—Bauer & Grabill will remodel their warehouse into an elvtr., putting on a cupola and installing a wagon dump and elvtr. leg.—L. F. Demers.

St. Mary (R. R. name Smartville), Neb.—A new elvtr. will be built this fall by the farmers of the vicinity.—S. L. Wirick, agt. Central Granaries Co., Crab Orchard.

Omaha, Neb.—The Bartlett-Frazier Co. of Chicago has opened an office in the Brandeis Bldg., with W. G. Fuller in charge. Mr. Fuller was formerly with the Urdike Grain Co.

Omaha, Neb.—W. H. Holliday has accepted the position of mgr. of the Union Grain & Elvtr. Co. For the past 10 years he has been connected with the Rothschild Grain Co. of Davenport, Ia.

Beatrice, Neb.—When Chas. B. Lewis bot my elvtr. last December, he intended to resell it, but has been unable to make a satisfactory deal as yet, and has asked me to operate it in connection with my other elvtrs. I am operating it at present.—H. H. Norcross.

Lincoln, Neb.—Earl E. Jones of the Independent Grain Co. has brot suit to recover \$88.70 from the Lincoln Grain Co., alleging that amount due in rebates on poor grain. He purchased 9 carloads of wheat from the defendants, paying \$9,622, but part of the shipment was not up to contract quality and the value of the entire shipment was placed at \$9,533. Mr. Jones alleges that the defendants agreed to give him a rebate on the grain, but have since refused to make payment.

Hendley, Neb.—Suit has been brot by the Central Granaries Co., against the Lion Bonding & Surety Co. and John H. Hardin, former mgr. for the grain company at this station. Several carloads of corn were shipped to Hardin as agt. during 1910 and it is alleged that he converted 707 bus. to his own use. A valuation of 67c a bu. was put on the corn and payment has been demanded of Hardin several times, according to the grain men, as well as of the surety company, but neither party has made a settlement and judgment is asked in the sum of \$506, to include the amount embezzled by Hardin and expenses incurred in the attempting to collect the money and for instituting suit.

Plainview, Neb.—The elvtr. of McCaull & Webster has been repaired, and was opened Aug. 1, with August Erdman as agt. Walrath & Sherwood have installed a 15-h. p. gas engine in the elvtr. recently purchased of G. E. Hughes.—E. G. Harris.

#### NEW ENGLAND.

Shelburne Falls, Mass.—E. C. Frost will build a fireproof elvtr.

Plainfield, Conn.—Edwin H. Kennedy, a grain dealer, died Aug. 10, at the age of 60 years.

Lewiston, Me.—J. E. Tibbetts & Co. are making extensive improvements in their grain and flour warehouse.

Augusta, Me.—The Arthur E. Pratt Co. incorporated to deal in grain, flour, etc.; capital stock, \$100,000; E. M. Leavitt, pres. and treas.

New Bedford, Mass.—Mackenzie & Winslow will build a 30x30-ft. elvtr., 50 ft. high, and a two-story warehouse 35x145 ft., both buildings to be covered with corrugated metal siding, wood studding and gravel roofs.

Boston, Mass.—An elvtr. and large freight sheds are included in the plans for the improvement of the Commonwealth Pier, which will be turned over by the New Haven Ry. Co. to the port directors at an early date.

New Britain, Conn.—M. D. Stanley, Inc., incorporated to carry on a general grain and farm utensil business; capital stock, \$50,000, business starting with \$15,000; incorporators, M. D. Stanley, Samuel Welinsky and Annabelle Poste of Middletown. A large elvtr. will be erected at once.

Randolph, Me.—The three-story wholesale grocery supply and grain mill of the Gray-Hildreth Co. was damaged to the extent of \$10,000 by fire of incendiary origin, the flames breaking out in three places in the basement at one time and sweeping up the conveyor to the upper floors. The greatest damage is by water. The property is well insured.

#### NEW JERSEY.

Communipaw sta., Jersey City p. o., N. J.—The Lehigh Valley Ry. Co. is installing a 1,000-bu. per hour Morris Drier.

#### NEW MEXICO.

Albuquerque, N. M.—The Commercial Club is interested in securing a mill and elvtr. for this city. D. Hoch of the Albuquerque Mlg. Co. says that he has been compelled to refuse 200 carloads of wheat for lack of storage facilities. He says: People generally are not aware that New Mexico has made great strides in the wheat industry. I milled Kansas wheat for twenty years and can say without exaggeration that the wheat raised in New Mexico this year is of better quality than that raised in Kansas. Not a plant in New Mexico at the present time is in a position to handle New Mexico wheat and as a result 90 per cent of all wheat produced in this state is sent out of the state for milling.

#### NEW YORK.

Buffalo, N. Y.—Spencer Kellogg & Co. incorporated to manufacture and deal in linseed oil and by-products; capital stock \$6,000,000.

New York, N. Y.—Paul H. Vilmar, having associated himself with Ely Bernays, grain exporter, has applied for membership in the Produce Exchange.

New York, N. Y.—Isaac C. Wickes, from 1879 to 1907 a member of S. B. Tripp & Co., died Aug. 10. For the last five years he has conducted the business under his own name.

Caledonia, N. Y.—Wm. Hamilton, for many years in the grain and milling business, died Aug. 1, at the age of 80. Mr. Hamilton was stricken while walking on the street. He has been in the grain business in this city since 1859.



## NORTH DAKOTA.

Zenith, N. D.—David Coutts of Belfield will build a 40,000-bu. elvtr. at this station.

Freda, N. D.—The Farmers Equity Exchange is contemplating the erection of an elvtr.

Jud, N. D.—F. C. Reetar has bot the elvtr. of the Sperling Grain Co.—A. G. Lundgren.

Milnor, N. D.—Jos. Melaas has succeeded H. M. Deitzler as agt. of the Thorpe Elvtr. Co.—C. R. Wiley.

Dickey, N. D.—The elvtr. of the Andrews Grain Co. has been opened with A. C. Ridgeway in charge.

Bottineau, N. D.—H. C. Dana has bot the elvtr. of the Farmers Elvtr. Co. and will personally operate it.

Bucyrus, N. D.—The Columbia Elvtr. Co. has let contract for an elvtr. to replace the one burned June 29, 1911.

Martin, N. D.—The Martin Grain Co. has sold out and is not dealing in grain at present.—Martin Grain Co.

Omeme, N. D.—We are installing a new cleaner and automatic scale.—E. M. Jacobson, mgr. Farmers Elvtr. Co.

Crary, N. D.—I expect to repair my elvtr., putting in a new foundation and new spouting.—H. A. Nicholson.

Northwood, N. D.—The Andrews Elvtr. Co. has bot the elvtr. of the Burgess Elvtr. Co. and now operates two houses here.

Braddock, N. D.—The recently organized Braddock Elvtr. Co. has bot the elvtr. of the Minneapolis & Western Grain Co.

Edgely, N. D.—The elvtr. of the Andrews Grain Co. has been opened with Geo. S. Heiberg of Twin Valley, Minn., in charge.

Williston, N. D.—Work has been started on the elvtr. of Johanna & Hineline and it is expected to have it ready for the new crop.

Dickinson, N. D.—The cement foundation for the elvtr. that Jno. Obrigewitsch and Pete Brown are building has been finished.

Mott, N. D.—Koesel Bros. of Richardson have bot the elvtr. of the Barth Grain Co.—L. T. Hoffman, sec'y Mott Equity Exchange.

Ray, N. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. and coal sheds of the St. Anthony & Dakota Elvtr. Co.

Dickey, N. D.—The Dickey Grain Co. incorporated; capital stock \$10,000; incorporators C. E. Larson, W. D. Patton and H. D. Bloss.

Jessie, N. D.—The foundation for the new elvtr. of the Farmers Elvtr. Co. has been finished and work on the building will be rushed.

Hansboro, N. D.—The Hansboro Grain Co. incorporated; capital stock \$25,000; incorporators A. C. Anderson, C. A. Wheeden and others.

Haynes sta., Hettinger p. o., N. D.—The elvtr. of the Western Lbr. & Grain Co. has been opened with A. M. Anderson of Bowman in charge.

Deisem, N. D.—The elvtr. of the Thorpe Elvtr. Co. has been opened after two years of idleness. Leo Lundgren is agt.—A. G. Lundgren, Jud.

Berlin, N. D.—The Equity Elvtr. & Trading Co. incorporated; capital stock \$20,000; incorporators Zack Sheckman, Geo. Young and F. W. Young.

Driscoll, N. D.—We will install a new engine and enlarge our coal sheds and warehouse room.—K. A. Ersland, mgr. Equity Grain & Merc. Co.

Carrington, N. D.—A. E. Ireland & Co. are enlarging the elvtr. recently purchased from the Osborn McMillan Co. The new addition is 20x40 ft.

Des Lacs, N. D.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators T. M. Williams, J. C. Cogdill and E. W. Mollenkopf.

Guthrie, N. D.—The Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators John Beutler, Otto Buelow and J. A. Carlson, all of Drake.

Kempton, N. D.—I am now mgr. of the National Elvtr. Co., having resigned my position with Hunting Elvtr. Co. at Hawkeye, Ia.—A. M. Enney.

Heil (Lawther Sta. R. R. name), N. D.—The Farmers Equity Co. has let contract for an elvtr. to be finished in 30 days, the cost amounting to \$7,536.

Hamar, N. D.—A. M. Bergstrom has succeeded me as agt. of the Northwestern Elvtr. Co. and I am not at present in the grain business.—J. M. Kennedy.

Krem, N. D.—The Knife Lbr. & Grain Co. incorporated; capital stock \$50,000; incorporators J. E. Stephens, Stanton, L. G. Eastman, and C. N. Janzen of Krem.

Hoving, R. F. D. Milnor, N. D.—D. H. Tait has succeeded me as agt. for the Thorpe Elvtr. Co. at this station.—C. R. Wiley, agt. Andrews Grain Co., Milnor.

Karlsruhe sta., Balfour p. o., N. D.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators Jacob Gefroh, Sr., Nick Abel, Michael Wald and others.

Rhame, N. D.—The Independent Elvtr. Co. incorporated; capital stock \$35,000; incorporators Theo. Torbenson, J. M. Evans, H. C. Thompson, S. Brown and C. W. Vincent.

Minot, N. D.—The Russell-Miller Mlg. Co. will build two elvtrs. with a combined capacity of 150,000 bus. to replace the plant burned Aug. 1; work to be started at once.

Mott, N. D.—The contract for the elvtr. of the Mott Equity Exchange has been let to T. E. Ibberson, the building to cost \$8,789. The machinery will be of the Fairbanks Morse type.

Bismarck, N. D.—C. T. Winkop, formerly mgr. of the Russell-Miller Mlg. Co., is interesting the farmers in the organization of a farmers elvtr. company, to build an elvtr. and warehouse at this point.

Garrison, N. D.—The Equity Farmers Elvtr. Co. has bot the elvtr. of the Atlantic Elvtr. Co. and J. A. Reuter bot that of Lehardt & J. McCarthy.—J. A. Schauer, mgr. Keim & Schauer.

Cooperstown, N. D.—Erick Erickson & Co. have bot the elvtr. of the Federal Elvtr. Co. and I will be mgr. O. G. Pagel has succeeded me as mgr. of the Farmers Elvtr. Co. at this station.—F. L. Barkee.

Chama sta., Sentinel Butte p. o., N. D.—W. W. Whipple, formerly mgr. of the Thorpe Elvtr. Co. at Beach, is now mgr. of the Farmers Co-op. Elvtr. Co. which will build an addition to its elvtr.

State Sec'y Hall estimated that there will be 500 elvtr. licenses issued in N. D. this year, as many of the houses closed for the last year and longer are re-opening on account of the bumper crops in the state.

South Heart, N. D.—I have bot the elvtr. of Gunderson & Alair and the Russell-Miller Mlg. Co. has bot the elvtr. of the Golden Valley Independent Grain Co. I will not build at Carson this fall.—T. E. Hegna.

Sentinel Butte, N. D.—The Farmers Equity & Trading Co., which recently filed for incorporation, has been granted its charter. An elvtr. will be built and in the meantime a temporary warehouse will be built and grain bot.

Geneseo, N. D.—The Cargill Elvtr. Co. has built a new engine house and remodeled its office. Lightning struck the cupola of the building while the carpenters were working on it, but not much damage was done.—Oscar Otterson, agt.

Berlin, N. D.—My brother and I have bot the elvtr. of the Andrews Grain Co. and will conduct the business under the name of the Johnson Bros. Elvtr. Co. Ray Johnson will manage the elvtr. I will remain as mgr. of the La Moure Grain Co. at La Moure.—A. H. Johnson, La Moure.

Beach, N. D.—The Farmers Co-op-Club has bot the elvtr. of the Thorpe Elvtr. Co., paying \$10,000. Arthur Erwin of Beltrami, Minn., will be mgr.

Turtle Lake, N. D.—The Farmers Equity & Trading Co. has succeeded the Crown Elvtr. Co. and I. F. McGreevey is its mgr. Henry Reinert is the new agt. of the Regan & Lyness Elvtr. Co.—J. M. Buseher, agt., Occident Elvtr. Co.

Williston, N. D.—The contract for a 30,000-bu. elvtr. has been let by the Equity Elvtr. & Trading Co., the building to cost \$6,200. The site purchased has a frontage of 140 ft. on the Gt. Nor. right of way, and is 140 ft. deep., the price being \$3,800.

Moffitt, N. D.—We will build a 30,000-bu. elvtr. on the Soo right of way and will install an 8-h. p. Fairbanks Morse Engine, cleaner and 5-ton wagon scale. The elvtr. is to be completed not later than Sept. 17.—Valentine Benz, of the Farmers Elvtr. & Merc. Co.

Egan (new town on the Soo), N. D.—Work has begun on the elvtr. of the Farmers Elvtr. Co. at this station and at Silva. The foundations are complete and the buildings will be ready to handle grain in 30 days. Albert Maurer will be mgr. here and his brother at Silva.

Esmond, N. D.—Three of the seven elvtrs. at this station, the elvtrs. of the Farmers Elvtr. Co., the Kendricks Grain Co., which were bot by the Andrew Grain Co., and the elvtr. of the Federal Elvtr. Co., have been taken down and shipped to other points for erection, and the farmers of the vicinity are talking of building an independent house, fearing the storage capacity will be too small to handle this year's big crop.

## OHIO.

Deshler, O.—C. W. Franklin is out of business and his house closed.—Farmers Grain Co.

Hamler, O.—The Hamler Farmers Grain & Stock Co. has bot the elvtr. of Jno. Wickenhisser & Co.

Akron, O.—We are not in the grain trade, as reported in these columns Aug. 10.—I. S. Meyers Co.

Jackson Center, O.—We will succeed Wm. Ludwig at this station after Sept. 2.—Geo. L. Kroft & Co., Anna.

Okrona, O.—Work is progressing on the elvtr. of the Farmers Grain & Stock Co. We will remodel our house this fall.—J. W. Long.

St. Johns, O.—We have succeeded Nutt, Allen & Co. Jacob Runkle is now pres. and gen. mgr. of the Runkle Grain Co.—Allen & Wells.

Montpelier, O.—The elvtr. now being operated by us at this station, has been known as the Montpelier Elvtr.—H. D. Raddatz Grain Co.

Pottersburg, O.—The elvtr. of Sam Benton burned to the ground Aug. 4, loss \$5,000. The fire was caused by a spark from an Erie engine.

Ripley, O.—Ripley Grain & Mlg. Co. incorporated; capital stock, \$20,000; incorporators, O. C. Wade, Geo. D. Thayer, J. L. Hiesser and others.

Monroeville, O.—I have purchased my partner's interest and will hereafter conduct the business of Schug & Horn in my own name.—Phillip Horn.

Minster, O.—The flouring mill and elvtr. of the Minster Mlg. Co., successors to Meyer & Schmelsing, burned Aug. 5; loss \$20,000; insurance about \$10,000.

Hamilton, O., R. F. D. No. 2.—We will operate the elvtrs. of Cass M. Elliott at Kyle and Harry E. Hughes at Hughes under our firm name.—Hughes & Elliott.

Circleville, O.—We have let contract for a 500-bu. per hour McDaniels Drier, to be installed within the next 30 days. We are also increasing the capacity of our mills and making extensive improvements.—The Heffner Mlg. Co.



Monroeville, O.—We have completed our \$18,000 elvtr. at this station and it is the best equipped plant for its size in the state.—Bellevue Farmers Grain Co., Bellevue, O.

Crestline, O.—The Farmers Mlg. Co. has stated that it expects to buy 75% of its wheat from outside territory, as the local wheat has sprouted and is in bad condition.

Cumden, O.—E. C. Elkenberry, pres. of the Ohio Grain Dealers Ass'n, was appointed a trustee of the Ohio State University July 27, the appointment being made by Governor Harmon.

Findlay, O.—E. L. Whitney is no longer connected with our company. The Ohio Supply Co. is not the same as our company, nor is it connected with us in any way.—Ohio Hay & Grain Co.

Lima, O.—Hay dealers and shippers of Ohio will hold a meeting at this city, Sept. 4, to effect the organization of the Ohio Hay Shippers Ass'n to safeguard their transportation and marketing interests.

Alvada, O.—To lessen the danger of fire the elvtr. of the Sneath-Cunningham Co. has been moved 50 ft. from the Hocking Valley tracks, instead of 16 ft., as reported, the expense of the removal being borne by the R. R. Co.

Lima, O.—As a result of the efforts of our ass'n, we have captured the Ohio State Corn Show, which will be held in this city during January.—T. P. Riddle, sec'y Hay & Grain Producers & Shippers Ass'n of Northwestern Ohio.

Lucasville, O.—We are installing a Morris Grain Drier of 2,000-bu. daily capacity in our elvtr. here and expect to buy considerable new corn for early shipment, condition guaranteed to this point only.—Grimes-Stritmatter Grain Co.

Haviland, O.—Only one regular dealer at this station—the Haviland Grain & Hay Co. All others are scoopers and unworthy of recognition. Damp oats are said to have been scooped into C. H. & D. car 11,340, and C. I. & S. 793,902 on the Cincinnati Northern recently.

London, O.—My elvtr. is being remodeled by the Reliance Constr. Co. Nine new storage bins, of 20,000 bus. capacity, give me a total capacity of 50,000 bus. New and modern machinery is being installed thruout. The work will be completed Sept. 1.—Rea Chenoweth.

Defiance, O.—Garver & Kinney have bot the elvtr. of A. Groweg & Son, and will install a new dump and make other improvements. Mr. Groweg has been in the grain business here for the past 32 years and will retire from active business, having sold all his interests to the above firm.

Raymond, O.—The elvtr. of Samuel Bennett burned at 7 p. m., Aug. 14; loss, \$7,000. Mr. Benton told one of the assistants at the elvtr. to fill a lantern so that the engines could be started to receive a few late loads of grain. The man made a mistake and filled the lantern with gasoline, an explosion resulting, which endangered Mr. Benton's life and led to the total destruction of the elvtr.

Defiance, O.—The recently incorporated Defiance Grain & Mlg. Co. will succeed the Defiance Mlg. Co. and will take over the plant of that company, making extensive improvements. W. E. Gest, mgr. of the Defiance Mlg. Co., organized the new company and will act as sec'y and treas.; W. C. Holgate being pres. and W. G. Jarvis vice-pres. Mr. Gest will also be gen. mgr. The first improvement in the plant will be a coat of paint; electrical power from the Auglaize river plant will be used for operating the mill. The old boiler house and engine room will be removed and a corn elvtr. will be erected upon this ground, equipped with a modern dump and scale. Later the entire hill in front of the mill is to be cut down to a level with the street and two sets of dumps and scales will be installed so that grain may be received without causing delay.

Whiteville, O.—H. Peebles & Son are out of the grain business at this station, and we are the only grain dealers.—C. E. Otto, mgr. Farmers Grain & Coal Co., Metamora.

Portsmouth, O.—Judith Wilkes, the speedy little mare owned by H. A. Grimes, former pres. of the Ohio Grain Dealers Ass'n, and now director of the same organization, is winning favorable comment on the track this season. An authority on the racing subject says of her: "Judith Wilkes is a very attractive race mare, and is up to a mile in 2:15 or better over any good half-mile track. Judith is one of the best looking, best gaited and best mannered trotters I have seen racing over the Ohio half-mile tracks this year."

#### CINCINNATI LETTER.

The Clifton Springs Distilling Co. will spend \$1,500 in remodeling its elvtr. on the B. & O. tracks.

Receipts of rye are exceptionally small, tho the demand is good. No. 2 grade is wanted at 75 to 78 cents a bushel. Receipts last week were only two cars.

Paul Van Leunen, one of the youngest grain dealers on 'Change, and equal to any when it comes to hustling, is unusually happy. There's a reason. Van Leunen was recently married to Miss Doris Hight, of Ellenora, O.

Creditors of Harry R. Hunt, a feed merchant of Pleasant Ridge, near Cincinnati, who went into bankruptcy Aug. 21, are wondering if they are going to get any of their money from him. Hunt's liabilities are \$4,680.27, and his assets \$2,218.12.

A gnarled oak tree, the "Old Sentinel," keeping guard in the soft calm of a summer twilight, over a lonesome fisherman's cottage and the idle boats, softly and richly colored, is the subject of the August calendar of Gale Bros. & Co. The picture is a copy of the painting by Essig.

Corn is coming to Cincinnati in immense quantities, but prices are a little low. Sales are large and the demand is excellent. Shelled corn sells at 82 to 83 cents a bushel; ear corn, 79 to 82 cents a bushel. The majority of sales are in No. 3 grade. No. 2 grade is scarce and badly wanted. Only light demand for No. 4.

The future home of Chamber of Commerce, will be done by May, 1913. Eight stories have been reared and the work is progressing day and night. At present 'Change is located in the Greenwood building. Cincinnati grain men transact business in what was formerly a dancing hall. They will be glad to get into the new building.

Charles B. Murray, who has been editor of the "Daily Price Current" for 40 years, announces that he will retire. Murray is probably the best known figure on 'Change. He is known by grain men in every city in the country and his friends are legion. Murray is 75 years old. For 20 years he was superintendent of the Chamber of Commerce.

#### OKLAHOMA.

Hennessey, Okla.—The elvtr. of the Star Mill Co. is being covered with asbestos sheeting.

Nardin, Okla.—The Blackwell Mlg. & Elvtr. Co. is building a 20,000-bu. elvtr. at this station.

Frederick, Okla.—We will operate the corn elvtr. of the Hughston Elvtr. Co.—The Alexander Grain Co.

Knowles, Okla.—Work has been started on the elvtr. of L. M. Cooley by the P. H. Pelkey Constr. Co., which has the contract.

Mooreland, Okla.—We have leased the plant of the Mooreland Mlg. Co. and are now doing business.—Union Grain & Supply Co.

Oklahoma City, Okla.—I have installed a large Eureka Cleaner and a manlift in my elvtr. and will put in a sheller later.—C. Y. Semple.

Forgan, Okla.—The contract for the elvtr. of the Alva Roller Mills of Alva, at this station, has been let to the P. H. Pelkey Constr. Co.

Oklahoma City, Okla.—The Oklahoma Mill & Elvtr. Co. has increased its storage capacity to 235,000 bus. by the addition of 4 new steel tanks with a combined capacity of 135,000 bus.

Piedmont, Okla.—The elvtr. of the Canadian Mill & Elvtr. Co. was completely destroyed by fire the night of Aug. 22. Fire was communicated to the elvtr. of the Piedmont Grain Co. and did some damage.

Watonga, Okla.—Marshall Bros. are building an addition to their elvtr. and are putting in a dump for the unloading of ear corn. They will also install a dynamo in the place of the gasoline engines now used.

Frederick, Okla.—The sheriff's sale of the Alfalfa Mlg. Co.'s mill to Mr. Mulkey, for \$6,000, is alleged to have been in collusion with Mr. Rowland of the Alfalfa Mlg. Co., and J. R. Clark, representing the creditor's committee, who bid \$5,500, has brot suit to have the sale set aside. About two years ago \$10,000 worth of stock in the Alfalfa Mlg. Co. was sold by Rowland to the business men and farmers of this community and Rowland was to put up a similar sum. When the building was finished, however, and the machinery had arrived, it was learned that Rowland had mortgaged the property for its full value.

#### PENNSYLVANIA.

York, Pa.—Jno. M. Frisch & Co. have bot the grain warehouse of P. A. & S. Small.

East Titusville sta., Titusville p. o., Pa.—We have completed our 18,000-bu. elvtr. on the D. A. V. & P. R. R. and will use the house for buckwheat.

Philadelphia, Pa.—The steamer Slaterdyk, with 172,000 bus. of wheat for Rotterdam, and the steamer Pretoria, with 103,000 bus. bound for Hamburg, cleared from this port recently.—C.

Philadelphia, Pa.—Shippers are already complaining of their inability to secure cars, the local railroads reporting the shortage due to the enormous handling of grain in the West.

Pittsburgh, Pa.—The Pittsburgh Grain & Hay Exchange is the new name of the old Grain & Flour Exchange, the order for the change having been granted by Judge Carnahan, Aug. 9.

Pittsburgh, Pa.—This city now has three trunk lines, the N. Y. C. Ry. Co. having established the "Pittsburgh Dispatch" and the "Pittsburgh-Erie Dispatch," which is a big factor for the city, giving another outlet to heretofore inaccessible country.

West Reading, Pa.—The elvtr. I am building occupies the site of the old Seaboard Mills, which burned a little over a year ago. It is a two-story brick building, 40x60 ft., and will have a capacity of 6,000 bus. The foundations are of concrete and up-to-date machinery will be installed.—Irwin Shaneman.

#### SOUTH DAKOTA.

Henry, S. D.—The Farmers Union Co. is building an addition to its elvtr.

Highmore, S. D.—I have leased my elvtr. to M. E. Miller for 11 months.—A. Durisch.

Ramona, S. D.—The Ramona Farmers Warehouse Co. will build a 20,000-bu. elvtr.

Crandon, S. D.—I am now at this station.—G. G. Stahl, former mgr. Farmers Elvtr. Co., Dolton.

Ramona, S. D.—W. A. Campbell has succeeded Jas. Sullivan as agt. of the Ostroot Elvtr. Co.

Betts sta., Mt. Vernon p. o., S. D.—Arthur Retz of Bridgewater will build a 20,000-bu. elvtr.

Strandburg, S. D.—The Farmers Elvtr. & Lbr. Co. has bot the elvtr. of the Bruce Edgerton Lbr. Co.



Nunda, S. D.—August Abraham has succeeded the Snyder Grain Co.

Lowry, S. D.—The elvtr. of the Pacific Elvtr. Co. has opened for business with Chas. Kirk in charge.

Kampeska, S. D.—The elvtr. of the Atlas Elvtr. Co. is being torn down and will be rebuilt at Nicollet, Minn.

White Lake, S. D.—The Farmers Elvtr. Co. has been reorganized. Matt Gales is the pres. for the coming year.

Nisland, S. D.—The Whitewood Flour Mills, of Whitewood, are building an elvtr. at their plant at this station.

Bryant, S. D.—H. C. Rice, former mgr. of the Farmers Elvtr. Co., has bot the elvtr. of the Jones Bros. Grain Co.

Amherst, S. D.—Nate Baker of Claremont has succeeded H. Gunderson as agt. for the St. Anthony and Dakota Elvtr. Co.

Northville, S. D.—The elvtr. of G. W. Van Dusen & Co. has been opened with Edward Whiting of Frankfort as mgr.

Wentworth, S. D.—J. J. Mullaney of Sioux City has bot the elvtr. of Jones & Metcalf and is now open for business.

Wagner, S. D.—C. W. Hennies has succeeded me as agt. for Gross & Wollman and I am out of the grain business.—A. J. Swartz.

Kidder, S. D.—The Brown County Farmers Elvtr. Co. is building a 40,000-bu. elvtr. Eric Aspen will have charge of it when finished.

Stratford, S. D.—The Ferney Farmers Elvtr. Co. is overhauling its two elvtrs. Joe Kohlhoff has been elected buyer for the season.

Raymond, S. D.—A. C. Ruddy has sold his interest in the Farmers Elvtr. Co. at this station and has purchased a similar business at Lilley.

Madison, S. D.—The elvtrs. recently purchased by the newly incorporated Madison Mill & Grain Co. formerly belonged to the Larkin, Metcalf Co.

Miranda, S. D.—We are repairing our elvtr. and driveway. J. T. Scroggs has opened his elvtr. for the season.—Philip Findeis, agt. Atlas Elvtr. Co.

Sioux Falls, S. D.—Having sold our line of elvtrs. to A. A. Truax Grain Co., we have discontinued our brokerage office in this city.—Golden West Grain Co.

Sioux Falls, S. D.—The Queen Bee Flouring Mills will be started Sept. 1, the wheat buying being still handled by the Minneapolis office of the United Flour Mills Co.

Armour, S. D.—G. Harter has succeeded me as mgr. of the Farmers Co-op. Shipping & Elvtr. Co. I am now on the road for Frazer-Smith & Co. of Minneapolis.—P. R. Judge.

Castlewood, S. D.—The capital stock of this company is \$25,000 instead of \$2,500, as stated in these columns Aug. 10.—J. H. Hubbard, sec'y-treas. Farmers Grain & Produce Co.

Keldron sta., Seim p. o., S. D.—The recently organized Farmer Grain & Lbr. Co. has let contract for an elvtr., work to begin at once. Lars Erickson is treas. of the company.

Hitchcock, S. D.—The Farmers Elvtr. Co. has been organized with A. J. Glidden as pres., C. C. Wieting, vice-pres.; R. J. Seffen, treas., and John Kingdon, sec'y. It will be incorporated.

Crandon, S. D.—The Farmers Elvtr. Co. has been organized with the following officers: Fred Schroeder, pres., Patrick Carroll, vice-pres., W. C. Robinson, sec'y, and J. H. Wisenor, treas.

Fullerville sta., Gayville p. o., S. D.—The Fullerville Grain Co. incorporated; capital stock \$20,000; incorporators A. L. West, J. C. West and C. R. Kerr. The company will also operate at Mission Hill.

Dolton, S. D.—We have done considerable repairing and are ready to handle the big crop. Hofer & Tschetter of Bridge-water bot the elvtr. of the defunct Farmers Elvtr. Co., opening it Aug. 1 with Chas. Schoonhoover as agt.—Dan J. Graber, agt. Dewald & Walter.

Cresbard, S. D.—All of the elvtrs. at this station are now open except the elvtr. of the Farmers Elvtr. Co., which will open in a few days. Fred Potter will have charge of the elvtr. of the Security Elvtr. Co. this year.

Raymond, S. D.—I have succeeded my brother as mgr. of the Farmers Elvtr. Co. We are putting in a manlift and making other improvements.—O. C. Ruddy, formerly mgr. Co-op. Elvtr. Co., Lake Benton, Minn.

Toronto, S. D.—The Davenport Elvtr. Co. is making necessary improvements. We have put in a concrete approach to the elvtr. and electric lights will be installed in both houses.—H. E. Larson, agt. E. A. Brown.

Sioux Falls, S. D.—The A. A. Truax Grain Co. of Mitchell has succeeded the Golden West Grain Co. at the following stations: Ihlen and Manley, Minn.; Davis, S. D.; Merrill, Dalton, Lester and Alvord, Ia.

Ethan, S. D.—The Hunting Elvtr. Co. has not yet opened its elvtr. at this station. We have bot the elvtr. of Siberz Bros. & Craig and will operate under the name of the Stewart Elvtr. Co.—J. K. and G. M. Stewart.

Leola, S. D.—The Leola Equity Exchange has bot the elvtr. of McIntyre-Freric Co. Regan & Hooper have taken out their automatic shipping scale and are installing an old-fashion hopper scale.—E. W. Langer, agt. Pacific Elvtr. Co.

Morristown, S. D.—The Morristown Farmers Elvtr. & Merc. Co. has been organized with Geo. Snook, C. A. Myers, F. R. Ginther, Geo. Wheeler, Julius Englehorn and P. R. Snyder as directors, with Mr. Snyder as sec'y. A 20,000-bu. elvtr. will be erected by the new company.

South Shore, S. D.—The Farmers Elvtr. Co., which lost considerable money thru the embezzlement of its funds by R. H. Williams, cashier of the State bank, who recently committed suicide, has decided to reorganize and efforts will be made to pay off the \$4,000 indebtedness of the company.

Sinai, S. D.—I have leased the elvtr. of the D. McKinnon Elvtr. Co. and will operate it as an independent elvtr. The Farmers Co-op. Ass'n has bot the elvtr. of Henry Larson & Co. and A. Larson is mgr., E. D. Evans being mgr. of the Farmers Elvtr. Co. We have two farmers and one independent elvtrs. here at present.—Harry B. Zeller.

Naples, S. D.—L. H. Burleson of Platte, part owner of the B-B Grain Co., has moved to this city and will look after his interest personally. The elvtr. of E. W. Ketcham has been opened with Carl Ostroot of Astoria as mgr., and the elvtr. of W. I. Thompson has also been reopened with Ed. Hiser of Elrod as mgr.—B-B Grain Co.

Amherst, S. D.—John E. Jellinek, bookkeeper of the Farmers Co-op. Grain Co. and cashier of the Farmers State Bank, was recently arrested charged with the embezzlement of \$10,500 which it is alleged he has lost in speculation during the last two years. He is held under \$3,200 bonds on four counts of false reports and three of embezzlement. As bookkeeper of the farmers company it is that that he buried his own checks by charging them to the elvtr. company. He is also accused of having made false ledger entries and with having added small amounts to the face of checks, charging the total to the grain company account. As he placed the insurance, he is charged with having collected duplicate premiums. Seventy-five false entries are charged against him in the grain company account. When the annual report of the grain company showed a tremendous loss in the operations of the year, an investigation was started. Comparison of prices paid for grain at Amherst and sold for at the Twin Cities showed that there could not have been a loss, except through some inexplicable cause. Further investigation on the part of the grain company was decided upon and the sec'y procured the services of the Aberdeen Auditing Co., June 8, and in due course the state of affairs was laid before the stockholders

of the bank and they immediately made good the shortage of the defaulting cashier and bookkeeper.

## SOUTHEAST.

Portsmouth, Va.—J. H. Branch & Co. will build an elvtr.

Salisbury, N. C.—The Grimes Mfg. Co. is building a 20,000-bu. elvtr.

Culpeper, Va.—The plants of G. G. Long & Co., flour and feed dealers, and the Culpeper Wholesale Grocery Co. were burned at 3 a. m. Aug. 6; loss \$50,000.

Norfolk, Va.—Norfolk Grain Corporation incorporated; capital stock \$30,000; incorporators S. D. Scott, pres., W. C. Duncan, vice-pres., and B. C. Stell, sec'y-treas.

Newport News, Va.—The Adams Grain & Provision Co. of Richmond has opened negotiations with the Chesapeake Ohio Ry. Co. for the leasing of its 1,000,000-bu. elvtr. at this point.

Clarksburg, W. Va.—H. C. Alexander Brokerage Co. incorporated to deal in grain, produce and coal; capital stock, \$10,000; incorporators H. C., C. B. and W. F. Alexander.

Atlanta, Ga.—A general rally of the farmers of the state will be held in this city Aug. 27, to organize a National Warehouse & Elvtr. Co. Lawson E. Brown, Sandersville, pres. of the Ga. division of the Farmers' Union, is interested in the work.

The first annual meeting of the Mercantile Brokers Ass'n, held at Blue Ridge Springs, Va., Aug. 9 and 10, was well attended. Trade rules were submitted and accepted by the ass'n and the officers were re-elected by unanimous vote, the officers being Jno. T. Owen, Lynchburg, pres.; M. W. Reynolds, Bluefield, 1st vice-pres.; W. L. Andrews, Roanoke, 2d vice-pres.; J. S. Moon, Lynchburg, 3d vice-pres., and R. W. Lacy, sec'y-treas. An informal dance was given for the visiting brokers on the evening of the 10th.

Richmond, Va.—The following officers were elected at the recent annual meeting of the Grain Exchange: J. E. Cox, Jr., pres.; R. L. Chenery, vice-pres.; Y. E. Booker, sec'y-treas., and C. W. Wingfield, W. F. Richardson, Jr., H. G. Carter, N. B. Savage, W. C. Todd, W. F. Green, George D. Mayo, S. T. Beveridge, John R. Cary, directors. The following standing committees were appointed: Arbitration, C. W. Wingfield, John F. Jacob, W. Johnston, W. F. Green and Nat. Frazer; Grain, S. T. Beveridge, W. G. Bragg, W. T. Selden, H. G. Carter and George D. Mayo.

## TENNESSEE.

Knoxville, Tenn.—The Knoxville Sand & Transportation Co. is building a grain warehouse, 100x50 ft.

Memphis, Tenn.—A 50,000-bu. elvtr. will be erected by the Edgar Morgan Grain Co. The United States Grain Co. will also build.

Nashville, Tenn.—The Iowa Grain & Mfg. Co. was a subsidiary office of ours and has recently been discontinued.—S. S. Carlisle Com. Co., St. Louis, Mo.

Memphis, Tenn.—The United Feed & Grain Co. has made application for a charter, placing the capital stock of the company at \$25,000. S. E. Rison, C. O. Ramer, H. F. Parker, E. S. Knapp and A. B. Knit-meyer are the incorporators.

Nashville, Tenn.—Joel Kerr and W. B. Connell as partners and Kerr as agt. for P. M. and Thos. Beasley, have brot suit against the Central Elvtr. & Warehouse Co. for \$1,532.02 with interest as balance on grain alleged to have been stored and destroyed by fire in May, and for \$1,000 damages for failure to turn over the balance. The plaintiffs allege that the defendants were to insure the grain.

## TEXAS.

Fort Worth, Tex.—The Arbitration Com'te of the Texas Grain Dealers Ass'n will meet in this city Aug. 29.



Winter, Tex.—We have just started in business and have a 50,000-bu. elvtr.—Winters Mill & Elvtr. Co.

Gainesville, Tex.—Keel & Son have bot the Santa Fe. Elvtr., north of the Compress, and are putting it into shape for the present season.

Jacksonville, Tex.—Jacksonville Grain & Com. Co. incorporated; capital stock, \$10,000; incorporators, Ira Shotwell, Jno. Howard and T. E. Acker.

Galveston, Tex.—We have entered the grain business; headquarters in Frankfurt, Germany, branches in New Orleans, New York, St. Louis and Galveston.—K. & E. Neumond.

Plainview, Tex.—E. T. Coleman has fitted his warehouse with a complete new set of machinery, converting it into an elvtr. All of the machinery is of the latest type and is operated by electricity.

Palestine, Tex.—The Palestine Grain Co. has let contract for a brick elvtr. and mill building, 60x108 ft. Work has been started and it is hoped to have the plant in operation by the middle of September.

New members of the Texas Grain Dealers' Ass'n are Edmiston Bros., Crockett; Stephens-Miller Co., Temple, and Tate & Lankford, Shamrock. Application for membership has been made by Stolz & Peterson, Inc., Galveston.—G. J. Gibbs, sec'y.

Fort Worth, Tex.—Kent Barber, former mgr. of the Home Grain Co., and for the last year in business for himself under the name of the Barber Grain Co., has closed out his business and will move to Kansas City, where he has a position with the Simmons-Shields Grain Co.

Fort Worth, Tex.—When buying Texas wheat, attention should be given to the large proportion of light test wheat raised this year, much of it running as low as 52 and even 50 lbs. per bu. The wheat is, however, very rich in gluten and will have more than usual milling value. Every wagon load should be carefully inspected, as a single crop frequently carries several test weights. I have assisted in re-inspecting a great many cars in this city and have often found cars not uniform in test weight. Only last week I examined a car which ran 52 to 56½ lbs., averaging 55 lbs., the car having been shipped for 57 test. It is well to be careful in buying.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

## UTAH.

Ogden, Utah.—We have sold our warehouse to parties who will use it for general merchandise.—C. A. Smurthwaite Grain & Mfg. Co.

## WASHINGTON.

Grain bags have reached the record price of 12½¢ in eastern Washington and northern Idaho.

La Crosse, Wash.—The M. H. Houser Grain Co. has opened an office here with T. L. Moran of Colfax in charge.

Wapato sta., Tacoma p. o., Wash.—W. W. Robinson of Seattle will build a large alfalfa meal plant at this station. The plant will have a capacity of 40 tons per day.

Elberton, Wash.—The warehouse of the Pacific Coast Elvtr. Co. has been opened with David Gregory of Pendleton, Ore., in charge. The house has been closed for two years.

Coulee City, Wash.—The Hammond Mfg. Co. is building a 30x100-ft. warehouse to replace the building, which collapsed under the snows of last winter. Merzo Rose of Hartline will be the mgr.

Palouse, Wash.—The Washington Grain & Feed Co. will operate the plant of J. A. Miller, who has associated himself with that company. McFarland & Chambers have leased the two houses of the Puget Sound Warehouse Co., operating independently. Levi Archibald will also buy at this station.

Diamond, Wash.—The M. H. Houser Co. of Portland has bot the 90,000-bu. warehouse of Lippitt Bros.

Malden, Wash.—The Leitch Grain Co. has taken over the warehouse formerly operated by the Turner Warehouse Co. and the 16 warehouses of McDonald & MacBean on the C. M. & P. S. D. R. Patterson will be mgr., with headquarters at this station.

Wilbur, Wash.—The Columbia River Mfg. Co., which recently bot the elvtr. and warehouse of the Farmers Grain & Supply Co., will make extensive improvements in the plant. The elvtr. will be moved and joined to the mill to be used for wheat bins and an addition will also be built. The work is to be finished by Sept. 1.

## WISCONSIN.

Elmwood, Wis.—We have installed new elvtrs. all thru our house.—Elmwood Lbr. & Grain Co., Inc.

Maiden Rock, Wis.—The elvtr. of M. Larson & Sons burned Aug. 20; loss \$1,000; covered by insurance.

Superior, Wis.—It is reported that the Soo Line is considering the erection of an elvtr. at Connors Point.

Juda, Wis.—Jno. Legler, for many years in the grain and lumber trade, recently died in a hospital at Brodhead.

Ellsworth, Wis.—The Prescott Equity Exchange has bot the elvtr. of R. S. Hanson for \$5,000, and he will remain as mgr. of the new company.

Luxemburg, Wis.—Work is being rushed on the new elvtr. of the Luxemburg Grain Co., and every effort will be made to have it in operation by Oct. 1.

## MILWAUKEE LETTER.

E. G. Hadden is connecting his branch offices throughout the state with this city by private wire, and Milwaukee continuous quotations will be posted at the principal cities of Wisconsin hereafter.

As the cost of taking grain from store is but one-quarter of 1 cent per bushel, against 1 cent in other markets, Eastern buyers will find it to their advantage to buy futures in this market, with the intention of shipping the oats upon delivery. Local consumers have already bought freely for September delivery, for their wants, the price being attractive as compared with cash track prices.

The Sec'y of Agri. having ruled that "sulphured" oats cannot be offered for sale or sold as "purified" oats, but must be branded as "treated with sulphur dioxide," the directors of the Chamber of Commerce have approved a suggestion made by the supervisors of grain inspection and weighing that the present rule of the Chamber of Commerce, which provides that certificates of inspection of "sulphured" oats shall be marked "purified," be replaced by one which calls for the designation of such oats as "sulphured—treated with sulphur dioxide."

The directors of the Chamber of Commerce, at the last regular meeting approved a report of the Com'ite on Rules proposing a rule placing upon the seller of grain on track in this market, the obligation to file with the operator or operators of regular elvtrs. the paid freight bills representative of the grain. It is understood that in other markets freight bills are filed with the warehouseman and are available for the use of the buyer in case the grain is loaded out of the elvtr. for shipment. Another amendment suggested by the Com'ite on Rules, approved by the directors, was one which prohibited a member from being represented by professional counsel in investigations or trials before the board of directors, the board of arbitration or other com'ites of the Ass'n.

## WYOMING.

Carpenter, Wyo.—The contract for the 15,000-bu. elvtr. of the recently organized Carpenter Co-op. Grain Co. has been let

to W. H. Cramer. The house will be of cribbed construction, iron clad, with concrete foundation and standard equipment.

Basin, Wyo.—The Standard Grain Co. has been organized to buy grain here and at Greybull, where an elvtr. will be built. A warehouse is also contemplated. The headquarters of the company will be at Basin.—S. H. Smith, mgr. Big Horn Mfg. Co.

## Concrete Waterproofed by Petroleum.

Since the publication on page 222 of the Journal for Aug. 10 of the approved engineering methods for waterproofing grain elevator pits, a newer discovery has been made public by Loovan Waller Page, director of the Office of Public Roads, Washington, D. C.

The discovery is that mixing a proportion of about 10 per cent of petroleum residual oil with ordinary Portland cement, sand and stone or gravel—the familiar concrete renders the concrete waterproof without in the least impairing its tensile strength. The importance of the discovery can hardly be overestimated, for the use of concrete as a substitute for wood and other material has become universal in this country, but the tendency of concrete mixed with only water to crack has been a serious fault.

While experimenting in an attempt to develop a non-absorbent resilient and dustless road material, one capable of withstanding the severe shearing and raveling action of automobile traffic, the investigations of Director Page led him into this very promising discovery. He found that when a heavy mineral residual oil was mixed with Portland cement paste it entirely disappeared in the mixture and, furthermore, did not separate from the other ingredients after the cement had become hard. The possibilities of oil cement mixtures for waterproofing purposes were recognized, and extensive laboratory tests were begun immediately to determine the physical properties of concrete and mortar containing various quantities of oil admixtures.

It has been shown that the admixture of oil is not detrimental to the tensile strength of mortar composed of one part of cement and three parts of sand when the oil added does not exceed ten per cent of the weight of the cement used. The tensile strength of mortar and of concrete suffers slightly with the addition of oil, although when ten per cent of oil is added, the decrease in strength is not serious.

Concrete mixed with oil requires about 50 per cent longer to set hard than does plain concrete, but the increase in strength is nearly as rapid in the oil-mixed material as in the plain concrete. Concrete and mortar containing oil admixture are almost perfectly nonabsorbent of water, and so they are excellent materials to use in damp proof construction. Under pressure oil mixed mortar is very efficient in resisting the permeation of water. Laboratory tests show that oil-mixed concrete is just as tough and stiff as plain concrete, and furthermore its elastic behavior within working limits of stress is identical with that of plain concrete. The bond or grip of oil concrete to steel re-enforcement is much decreased when plain bars are used. Deformed bars, however, and wire mesh or expanded metal will reinforce this material with practically the same efficiency as in ordinary concrete.



## COMPENSATION LAW AND Insurance.

The legislature of the state of Illinois and legislatures of eleven other states have enacted workmen's compensation acts, as a means of indemnifying the injured employe or his dependents without litigation.

One section of the Illinois act reads: "any enterprise in which statutory regulations are now or shall hereafter be imposed for the guarding, using or placing of machinery or appliances, or for the protection and safeguarding of employes therein, each of which employments is determined by the act to be especially dangerous."

This section places liability on the employer who fails to have adequate fire escapes, who neglects sanitary measures in his factory, mercantile establishment, mill or workshop, who does not promote the public health by protecting certain employes from occupational diseases and so on. The English law is only apparently farther reaching, when it states, "If in any employment personal injury is caused to a workman, his employer shall be liable to pay compensation."

Under this new legislation, the employer can elect to come within the provisions of the act or not as he sees fit. Every employer has accepted the act, however, unless he has or shall file a notice to the contrary with the State Bureau of Labor Statistics. Any employer electing not to accept the provisions of the law must file a notice in writing with the State Bureau of Labor Statistics, stating that he has elected not to pay the compensation provided therein. But if he takes such action, all of his common law defences are taken away from him. No more can be argued the doctrines of "assumption of risk", "fellow servant rule", or "contributory negligence".

The employe also has an option in regard to the matter. Should he wish to stay without the pale of the law, he must file a notice with the bureau thirty days after beginning his employment. If he does not do so, the state takes it for granted that the employe desires to come within the provisions of the act. The employe who refuses to accept the law has the privilege of suing in the courts in case of injury for any amount of damages. His employer, however, is again permitted to use all of his common law defence in such an action.

The compensation fixed by the act is as follows: In case of the death of an employe, the heirs to whose support he contributed shall receive four times his average annual earnings but not less than \$1,500 nor more than \$3,500.

In case of injury not resulting in death, the employe shall receive the necessary first aid, medical, surgical and hospital services, also medicine and hospital services for a period not longer than eight weeks, and not to exceed \$200; also necessary services of physician or surgeon during such period of disability.

If the period of disability lasts more than six working days, the employe shall receive compensation equal to one-half of his earnings, but not less than five dollars nor more than twelve dollars per week, beginning on the eighth day of disability, and as long as the disability lasts, or until the amount of compensation paid equals the amount payable as a death benefit.

As a result of the compensation laws in the several states, fake insurance schemes have arisen, many of them so plausible that hundreds of employers have gone

into them. These grafting fakirs were quick to see the need of employers' liability insurance and were among the first to supply it.

Before the era of compensation acts, many employers insured in old line casualty companies. Such a course is practically impossible now, as these stock companies have increased their rates 200 and 500 per cent as a result of the legislation. For instance, a certain risk in Massachusetts, as originally written, carried a liability premium of \$30. When the workmen's compensation endorsement was attached, the premium advanced to \$240.

An amendment to the compensation act in Illinois was passed at the last session of the legislature, substantially as follows:

"The Insurance Superintendent may authorize individuals, firms, and corporations, by themselves or their attorneys in fact, to provide among themselves insurance or indemnity to each other, of the kind provided for in this act, through the medium of reciprocal or inter-insurance contracts, if, in his opinion, the plan proposed and the financial strength of the parties in interest will properly safeguard the interest of the insured."

The amendment recognizes the evil of the non-supervised, one-man controlled inter-insurance association. In most of the states, inter-insurance associations have no legal existence and are in the same position relatively, as the "wild-cat" stock company with the exception that the wild cat company, when found to be insolvent, can be forced to suspend operations and its officers prosecuted under the law.

For lack of a better term, the word "Inter-insurance" is used to describe a group of individuals who may by agreement, enter into contractual relations with each other by giving some third party—"the attorney in fact"—usually a promoter of the scheme, sole power and authority to act for them in their name, and to determine for them the extent of their obligations and bind them for amounts unknown to themselves and for which they may be at any time liable.

The responsibility of an inter-insurance association—its ability to indemnify—is a matter to be regarded seriously. Because many corporations have gone into inter-insurance deals without legal advice, it follows, that after such advice is obtained, there may be many lapses in membership. In case one's employes are injured through some unforeseen catastrophe, there may not be enough members to reimburse the employer. Further, even tho the membership continues intact, if the members are engaged in an illegal business, in what way can collection be made unless the several gentlemen voluntarily contribute.

The grain dealers of the country will have to use their ordinary common sense in coping with the situation brought about by the passing of workmen's compensation acts. Casualty insurance can be obtained easily enough. There are mutual companies of excellent standing in the field, that specialize in insuring one line of business. Past results in other lines of insurance demonstrate the wisdom in insuring in a company that is able through extensive experience and intimate knowledge of working conditions, to quote the minimum premium rate for the hazards in your business. There is little reason or sense in paying part of the premium of an employer, who runs a planing mill, a coal mine, or some other industry in which the hazards are greater than they are in yours—the grain business.

## Wm. H. Colvin & Co.

104 S. La Salle Street

CHICAGO

The wheat situation, in our opinion, is a remarkably strong one, but the trade has been discounting the shadow of a bumper harvest and not the actual substance. The Government report indicates a crop of about 525,000,000 bushels this side of the Rocky's with requirements of 522,000,000 bushels for bread and seed, with interior resources the smallest in years.

**Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.**

MEMBERS

New York Stock Exchange,  
New York Coffee Exchange,  
Chicago Stock Exchange,  
Chicago Board of Trade.



**Help!**  
**HELP!**  
**HELP!**

If you want help that has had experience in the grain business, want to find some one who wants such help, or if you want a partner to help you, make your want known to the trade through the "Wanted" columns of the Grain Dealers Journal, Chicago. It is the grain trade's accepted medium for "Wanted" and "For Sale" ads.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

**T. St. L. & W.** in 1652-A gives rules governing milling in transit of grain, effective Aug. 15.

**T. P. & W.** in 398 gives rates on grain from its stations in Illinois to Chicago, State, July 22; interstate, Aug. 25.

**M. Pac.** in Sup. 6 1258-E quotes rates on grain products from Missouri river points to western and southern points, effective Sept. 8.

**K. C. Southern** will issue rates from Kansas City, Mo.-Kan., originating beyond, to Memphis, Tenn., wheat 14c, corn 13c, effective Aug. 29.

**L. E. & W.** will quote rates Sept. 1 on brewers' flakes, grits, quick malt and cerealine from Indianapolis, Ind., to Traverse City, Mich., 14c.

**Pa. Co.** in Sup. 17 to ICC No. C. A. & C. Series 261 quotes rates on grain from its stations in the Akron division to C. F. A. points, effective Sept. 1.

**T. P. & W.** in ICC 900 announces new rates from its stations in Illinois to East St. Louis, Ill., and St. Louis, Mo., state Aug. 15, interstate Sept. 15.

**Burlington** will quote rates on wheat from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., originating beyond, to Bellevue, Ill., 9c, effective Sept. 1.

**C. G. W.** in Sup. 69 to G. F. D. 13311, quotes a complete schedule of all distance rates and commodity freight rates between stations in the state of Minnesota, effective Sept. 1.

**G. N.** issued a state rate Aug. 2 and will issue an interstate rate Sept. 3 on grain from East Grand Forks and Crookston, Minn., to Bemidji, Minn., 8c; from Bemidji to Hibbing and Virginia, Minn., 10c.

**Wabash** in Sup. 19 to A5003 quotes rates on grain from Missouri river points; also from St. Joseph, Mo., and Elwood, Kan., to points in Illinois, Indiana, Iowa, Minnesota, Missouri and Wisconsin, effective Aug. 23.

**C. & O. of Ind.** in Sup. 3 to 769C quotes rates on grain from Chicago, Hammond, Ind., and other C. & O. stations to eastern and Virginia cities and New England points, effective Sept. 4.

**C. St. P. M. & O.** will issue a new rate on corn, barley, oats, rye and spelt from Sioux City, Ia., South Sioux City, Dakota City, Neb., and Coburn, Mo., to Denver, Col., 25c, effective Aug. 25.

Local rates on grain and grain products from Chicago to New York City were re-established Aug. 15; grain for export 17.5c, domestic 20.5c, grain products, except flour, export 19.5c, domestic 21.2c.

**M. K. & T.** in Sup. 5 4323A quotes rates from its stations in Illinois, Kansas, Missouri and Oklahoma to New Orleans, La., Jackson, Miss., and rate points in Louisiana and Mississippi, effective Sept. 3.

**C. G. W.** in tariff No. 28-B cancelling No. 28-A gives rules and regulations governing milling in transit of grain and seeds at points on the C. G. W. R. R. and Manchester & Oneida Ry., effective Aug. 15.

**C. & O. of Indiana** announce a new rate, effective Sept. 4, on barley, buckwheat, corn, kafir corn, milo maize, oats, popcorn, rye, spelt and wheat from Cincinnati to Clinton, Davenport and Dubuque, Ia., 16c.

**Chi., Ind. & S.** will make a rate on malt from Chicago to Danville, Ill., 5c, grain screenings from Kankakee, Ill., to Chicago, Gibson Transfer, Hammond, Indiana Harbor, Ind., and South Chicago, Ill., 5c, effective Aug. 31.

**Wabash** in Sup. 5 to A 11931 quotes rates on grain from Missouri river points, originating beyond, to Cairo, Ill., Evansville, Ind., Key West, Fla., Memphis, Tenn., New Orleans, La., Mobile, Ala., Yazoo City,

Miss., and also C. F. A. and southern points, effective Aug. 29.

**Mich. Central** in Sup. 6 to G. F. D. 9073 quotes rates on grain from its stations and connecting lines to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Ontario, Pennsylvania, West Virginia and Wisconsin.

**C. P.** will quote a new rate Sept. 2 on wheat and oats from Ft. Williams, Port Arthur and Westfort, Ont. (for milling at Sudbury, Ont., and reshipment for export) to New York, Philadelphia and Baltimore (for export), 23½c.

**T. St. L. & W., C. & A. and M. & St. L.** in Sup. 4 to joint and proportional freight tariff 1581-B applying on grain and grain products, quotes rates from its stations to the Atlantic seaboard, eastern Canadian and interior points, effective Sept. 15.

**C. R. I. & P.** in Sup. 5 to 19687-E quotes rates on wheat, corn, flaxseed and malt from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Thebes, Brookport, Cairo, Joppa, Metropolis, Ill., Paducah, Ky., Memphis, Tenn., and New Orleans, La.

**K. C. Sou.** in 1554F quotes rates on grain and grain products from Kansas City, Mo.-Kan., Missouri river points and Ft. Smith, Ark., Texarkana, Ark.-Tex., and Shreveport, La.; also K. C. Sou. stations to DeQueen and E. stations, effective Sept. 12.

**C. M. & St. P.** will quote rates on flaxseed and millet seed between Wedgahl, Minn., and Chicago, Milwaukee or Racine, Wis., 18.5c; Duluth, Cloquet, Minn., or Superior, Wis., 14.5c; St. Paul, Minneapolis and Minnesota Transfer, Minn., 11c, effective Sept. 1.

**Can. Pac.** will quote rates on grain from Sudbury, Ont., to New York, for export except to New Foundland, St. Pierre, Miquelon and United States, 18½c; corn from Detroit, Mich., ex lakes to Bethany, Franklin, Hillhead and Cambray, Ont., 11c, effective Aug. 31.

**K. C. Sou.** in 49B quotes rates on grain between Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., St. Louis, Carondelet, Mo., East St. Louis, Chicago, Peoria, Ill., and Ft. S. & West and St. Louis, El Reno & West Ry., stations, effective Sept. 12.

**I. C.** in Sup. 39C quotes rates on corn, oats, rye and wheat from its stations in Illinois, and Indiana, also Dubuque, Ia., Paducah, Ky., and St. Louis, Mo.; also from Chi. & I. M. stations to Chicago, Ill., when forwarded there from lake lines, effective Sept. 15.

**D. L. & W.** announce an export rate effective between Sept. 1 and Sept. 30, from Buffalo, N. Y., to Baltimore and Philadelphia, on wheat and shelled corn, 4.20c, rye 4.95c, barley 4.30c, oats 3.50c, flaxseed 5.20c; to Boston and New York lighterage station, wheat and shelled corn 4.50c, rye 5.25c, barley 4.50c, oats 3.70c, flaxseed 5.50c per bu.

**C. B. & Q.** announces a rate on wheat, barley, corn, oats, rye and grain screenings from St. Louis, Mo., and East St. Louis, Ill., originating beyond, to Milwaukee, Wis., 10c, effective Aug. 25. On wheat from Kansas City, St. Joseph, Mo., Atchison, and Leavenworth, Kan., originating beyond, to Belleville, Ill., 9c, effective Sept. 1.

**I. C.** in Sup. 2 3455J gives rate quotations on grain and grain products cleaned, clipped, graded, inspected, milled, mixed, sacked, shelled, stored or weighed; also mixed feed manufactured at Cairo and Mound City, Ill., and reshipped to I. C. and Yazoo & M. V. stations and points in Mississippi V. S. E. and Cairo territories, effective Aug. 30.

The attempt of the St. Paul road to advance freight rates 1c per cwt. on corn, oats, feed and other commodities in carloads from its stations in Iowa, Minnesota and South Dakota to destinations in North Dakota and other states on the Soo road, was blocked by the Interstate Commerce Commission. The Commission suspended the new rate until Dec. 21.

**C. B. & Q.** in Sup. 6 to G. F. O. No. 1346-D quotes rates on wheat and corn from Ill. and Iowa points to Chicago, Peoria, East St. Louis, Alton, East Alton, Ill., St. Louis, Prospect Hill, Mo., and Quincy, Ill., and between the same points to Dubuque, Clinton, Davenport, Bettendorf, Burlington, West Burlington, Hannibal and Munger's Smith, Ia., effective on state traffic Aug. 15, interstate Sept. 15.

**Wabash** will quote a rate on grain from Belleville, Willis and Whittaker, Mich., to Detroit and Delray, Mich., 4c; from Kansas City, Mo.-Kan., originating beyond to Key West, Fla., destined Cuba, wheat 28½c, corn, oats, rye and barley 27½c; from Council Bluffs, Ia., Omaha and South Omaha, Neb., from beyond to Key West, Fla., destined Cuba, wheat 29½c, corn, rye, oats and barley 28½c, effective Aug. 26.

**M. K. & T.** will make a rate Sept. 1 between St. Louis and New Franklin, Mo., corn and linseed meal 9c, wheat 10½c, flaxseed 13½c, millet seed 13½c, hemp seed 16½c; between New Franklin, Mo., and East St. Louis and Alton, Ill., wheat, 10½c; corn 9c, hemp seed 16½c, flaxseed 13½c, millet seed 13½c; from Kansas City, Mo., originating beyond to Shiloh, Meridan, Etowah, Guthrie, Okla., wheat 16½c, corn 15½c.

**C. M. & St. P.** announces a rate on flaxseed and millet seed between Clear Lake Junction, Emery and Clear Lake, Ia., and Chicago, Ill., Milwaukee or Racine, Wis., 18c; Duluth, Cloquet, Minn., or Superior, Wis., 17.5c; St. Paul, Minneapolis, Minnesota Transfer, Minn., 13.5c; Savanna, Ill. (proportional applies on millet seed only), 14c; from Independence, Mo., to Quasqueton, Ia., wheat 14c, corn, rye, oats and barley, 11c, effective Sept. 1.

**C. R. I. & P.** in Sup. 5 to 19687E quotes a 13c rate on wheat and 12c rate on corn and oats from Kansas City, Mo., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., St. Joseph, Mo., Omaha, South Omaha, Neb., Council Bluffs, Ia., originating beyond, to Cincinnati, O., Jeffersonville, New Albany, Ind. (destined to S. E. or Carolina territory), from above named points to Louisville, Ky. (destined S. E. or Carolina territory), wheat 14c and corn and oats 13c, effective Sept. 5.

**K. C. Southern** quotes rates between Aug. 12 and Nov. 30 on wheat, corn and oats from Kansas City, Kan.-Mo., Leavenworth, Atchison, Kan., St. Joseph, Mo., Elwood, Kan., Neosho, Joplin, Mo., Pittsburg, Kan., and rate points to Port Arthur, Tex., Algiers, Gretna, New Orleans, Port Chalmette, and Westwego, La., for export to Europe, Asia, Africa or Europe only, 14½c; from Council Bluffs, Ia., Omaha, South Omaha, and Nebraska City, Neb., to Port Arthur, Texas, for export to Europe, Asia, Africa or Europe only, 15½c.

**M. K. & T.** announce a new rate effective Sept. 1, between Kansas City, Mo., and Petroleum, Okla., on corn 14c, wheat 17c, flaxseed and millet seed 22c; between Ft. Scott, Kan., and St. Louis, Hannibal, Mo., East St. Louis, Alton, Hannibal and East Hannibal, Ill., corn 14½c, wheat 16c, flaxseed and millet seed 16½c, hemp seed 19½c; Peoria, Ill., corn 16c, wheat 17½c, flaxseed and millet seed 19c, hemp seed 22c; from Kansas City, Mo., to Russell Creek, Welch, Blue Jacket, Jonestown, Kelso, Vinita, Okla., wheat 10c, corn 9c.

**C. R. I. & P.** in Sup. 13 to 27537 quotes joint and proportional rates on grain and grain products from its stations in Illinois, and Iowa, also re-shipping rates from Peoria and Pekin, Ill., to Boston, Mass., New York, Albany, Utica, Syracuse, Rochester, Buffalo, N. Y., Philadelphia, Pittsburgh, Pa., Baltimore, Md., Montreal, Quebec, Can., and other eastern points. Rates are also quoted on grain, grain screenings and flaxseed from its stations in Illinois, Kansas, Minnesota, Missouri and Nebraska to stations in Indiana, Kentucky, New York, Ohio and Pennsylvania.

**Mo. Pac.** will quote a rate Sept. 1 on cob meal from Sikeston, Mo., to New Orleans, La., for export 16c; to South Coffeyville, Okla., from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan.,



wheat 9½c, corn 8½c; from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., wheat 15c, corn 14c, on shipments originating beyond to Galveston, Texas City, Tex., New Orleans, Westwego, La., for export to Europe, Asia and Africa: barley, corn, oats, rye and wheat from Atchison, Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., 14½c; from Council Bluffs, Ia., Nebraska City, Omaha and South Omaha, Neb., 15½c. The rates above quoted will expire Nov. 30, 1912.

**R. I.** will institute a new rate Sept. 8 from Kansas City, Mo., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., St. Joseph, Mo., Omaha, South Omaha, Neb., Council Bluffs, Ia., originating beyond, to Cincinnati, O., Jeffersonville, New Albany, Ind., destined to southeast or Carolina territory, wheat 13c, corn and oats 12c; to Louisville, Ky. (destined southeast or Carolina territory, wheat 14c, corn and oats 13c. Beginning Sept. 10, wheat to Adrian, Tex., from Bard, 10c; Endee, 9c; Lesbia, 12c; San Jon, N. M., 10½c; corn and oats to Adrian, Tex., from Bard, 9c, Endee, 8c, Lesbia 11c, and San Jon, N. M., 9½c. On Sept. 14, corn and oats from Des Moines, Ia., originating beyond, to Little Rock, Ark., 18c.

**M. Pac.** will make effective a new rate Sept. 7, from Kansas City, Mo., Atchison, Leavenworth, Kan., Independence and St. Joseph, Mo., originating beyond, to Mont. Kuhns and Marine, Ill., wheat and commodities taking same rate, 10.5c; corn and commodities taking same rate, 9.5c (wheat only 9c); from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., originating beyond, to Duluth, Minn., Itasca, Superior, Superior East End and Washburn, Wis., wheat 17c, corn 16c; on Sept. 12, from Nebraska City, Neb., originating beyond, to Hudson, Wis., St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Minn., and Sioux City, Ia., wheat 11c, corn 10c; bran from Oxford, Kan., to South McAlester, Lehigh and Durant, Okla., 22c.

**C. R. I. & P.** will quote rates on corn and oats from Des Moines, Ia., originating beyond, to Little Rock, Ark., 18c, between Garner, Ia., and Chicago, wheat 14.5c (grain and grain products taking wheat rate), flaxseed 18c, effective Aug. 28. Beginning Sept. 1, rates will be quoted between St. Paul, Minneapolis and Minnesota Transfer, Minn., and Fort Sill and Lawton, Okla., wheat 30c, corn 28c, flaxseed 46c, hemp seed 49c, broom corn 66c. On Sept. 4 a rate will go into effect between Moller and Tupelo, Okla., and Chicago, wheat 30c, corn 27c, between Moller and Tupelo, Okla., and Peoria, Ill., wheat 28.5c, corn 25.5c; between Galva and McPherson, Kan., and Kansas City, Mo., wheat 12½c, corn 10½c, flaxseed 14½c, millet seed 14½c, hemp seed 15½c, broom corn 33½c; between Galva

and McPherson, Kan., and Omaha, Neb., wheat 19½c, corn 17c, flaxseed 20½c, millet seed 20½c, hemp seed 20½, broom corn 39½c.

## CASH QUOTATIONS.

It takes two to make a trade. There must be a buyer to every seller. Buyers want grain in store with terminal charges paid, not on track. All trades in September, December or any other future in grain are based on grain in store.

This is so in Toledo, Chicago, Minneapolis, St. Louis and all markets where trades are made in futures. Millers, exporters, investors and speculators are the buyers who provide the demand for the actual grain and thus help farmers to secure fair prices. Grain cannot be delivered upon future contracts until it is in store, inspected, weighed and free of charges.

During July nearly a million bushels of good two red wheat were received in Toledo by lake to fill July contracts. Not a bushel was attracted by call quotations. Millers from all over Ohio, parts of Indiana, Michigan and other states came here to buy the wheat. They took it on the price in store. Those are the prices which go out over the United and Associated press reports and are spread broadcast where farmers dealers and everybody can see them. Boards of Trade are not secret societies. There is always open competition. There the buyers and sellers of the world meet every day.

Call Board quotations, or the bid prices, are made after the close of the market every day. The bid price is lower than the price in store because those who bid allow for the elevation and commission in the bid price and the possible change in market over night. The buyers accept grain on their bids the following morning before the next market opens. The bid price as compared with the price in store varies with the supply and demand.

Years ago there was a larger difference than usual because elevators here and elsewhere were overflowing and grain had to be held on track and pay demurrage. When ordinary conditions prevail the difference runs about the same every day.

The request to have the Toledo newspapers publish only the call prices is unreasonable. It would not deceive the farmers because many take other papers. Better explain to the farmers the difference between the call and cash quotations in store. Be fair to everybody.—*Toledo Market Report.*

## A PROGRESSIVE MANAGER.

One of the progressive elevator managers of South Dakota is J. J. Overholtzer, manager of the grain department of the Farmers Co-Operative Ass'n. at Alcester, a company which recently declared a dividend of 10 per cent. Mr. Overholtzer is a pioneer in the adoption of the high ceiling, light, roomy basement, which was described in the Christmas number of this Journal. This company handles grain, coal and live stock, Mr. Overholtzer having charge of grain and coal, while Mr. J. N. Pattison looks after the live stock.

The price of rice in Japan has advanced to the highest figure ever known, owing to the failure of the rice crop in Siam and Burma. Pacific ports expect to make large shipments of wheat and flour from the north Pacific coast as a result of the scarcity of rice in that country.

ONE of the biggest and best crops of corn that ever happened is approaching maturity, with the ground full of moisture and with insufficient time to harden and dry out naturally.

## Hess Driers

stand ready to serve you and make money for you **on that corn, also on wheat and oats now damp, in shock.**

The HESS DRIER, Model of 1913, has some good things you can't get elsewhere, such as:

**All Grain visible** and easily sampled.

**Self-Cleaning Racks**—no time wasted in cleaning them out.

**Low pressure fans** (½ ounce) meaning small consumption of power.

**Suitable for all kinds of grain** or seed—no wire mesh to clog.

**Perfect regulation of heat** to meet all requirements.

**Adaptability to exhaust or live steam** or part exhaust and part live, according to your needs.

**No re-elevation of grain** in drying and cooling—both are performed in one operation.

**Cooling capacity may be increased 50%** at will, when occasion requires, by simple adjustment of valves.

**Continuous in operation**—no time lost in filling and emptying.

**An organization back of it** which serves you in case of need and keeps the driers going at full efficiency.

**More Grain is dried in HESS DRIERS** than of all other makes combined.

All sizes for all requirements.

## Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

**Hess Moisture Testers** with copper flasks and tubes—highly convenient steel stands and fully guaranteed every way—protect you in buying and selling water in grain.

Heated by gasoline, alcohol, gas or electricity.

**Free Booklet.**



J. J. Overholtzer, Alcester, S. D.



## Supreme Court Decisions

**Carrier's Liability.**—A warehouseman, in order to escape responsibility for the loss of hay and oats entrusted to its care, must show that the loss did not occur thru its fault; but where it is shown that the usual precautions have been taken to prevent a fire, which is not shown to have occurred through any fault of the warehouseman, it is not liable for the loss due to the fire.—*Gibbons v. Yazoo & M. V. R. Co.* Supreme Court of Louisiana. 58 South. 505.

**Selection of Umpire.**—A buyer and seller made an agreement to arbitrate a disagreement between them in the light of the custom of the trade to arbitrate, but without specifically directing the arbitrators to select an umpire. The parties understood that, when the arbitrators appointed by them did not agree, they could appoint a third person. Held, that the arbitrators on disagreeing could appoint an umpire, and a decision of the arbitrators and umpire was binding on the parties.—*Welch v. Probst.* Supreme Court of New York. 135 N. Y. Supp. 642.

**Rejection Must be Prompt.**—An implied warranty that oats sold to be used as food for animals are fit for that purpose will not survive acceptance, so that it is the duty of the buyer to exercise reasonable diligence on delivery to ascertain the grade and condition of such material, provided an inspection will reveal it, and reject it promptly if it proves to be unfit, and if he does not, and a casual inspection would disclose its condition, he cannot accept it and recover damages for breach of warranty.—*R. Young Bros. Feed Co. v. Seymour.* Supreme Court of New York. 136 N. Y. Supp. 80.

**Landlord's Lien.**—Where a landlord sold to a tenant certain mules and wagons and supplies in the month of November, 1909, the tenant giving his notes for the purchase price of such articles, and the articles were furnished to the tenant for the purpose of making a crop upon the lands rented to him by the landlord for and during the year 1910, the landlord had a lien upon the crops raised by the tenant during the year 1910, under the provisions of section 3348 of the Code, and the lien could be enforced in the manner provided in section 3366 of the Code.—*Johnson v. McDaniel.* Supreme Court of Georgia. 75 S. E. 101.

**Fire Set by Locomotive Engine.**—Where, in an action for the destruction of the plaintiff's house by fire, negligence of the defendant railroad was charged, both in not having its engine properly equipped with spark arresters and in its handling of the engine, an instruction properly stated that, though the defendant's engine was properly equipped with a screen or spark arrester, if it was otherwise negligent in the management and operation of its engine or train by reason of which the plaintiff's property was destroyed, a recovery might be had.—*Louisville & N. R. Co. v. Guttman.* Court of Appeals of Kentucky. 146 S. W. 731.

**Railroad Liable for Fire.**—Where the proof shows that a railroad company has used a right of way and operated trains over the track on the same for many years, and has fenced the same, and there is no evidence in rebuttal of such facts, the evidence is sufficient to show the company has control of such right of way to the extent that it is responsible for negligence in permitting combustible material to accumulate upon such right of way, and which becomes ignited from sparks from its engines, and such fire spreads to property outside of said right of way, which is thereby damaged.—*Fodey v. Northern Pac. Ry. Co.* Supreme Court of Idaho. 123 Pac. 835.

**S/O B/L.**—A billing of goods to the shipper's order, with draft on purchaser attached, with directions to notify the purchaser, is a notification by the shipper to the carrier that the title to the goods will not pass, and that its duty to deliver will not arise, until the draft has been paid and B/L taken up and presented to it.—*Louisville & N. R. Co. v. United States Fidelity & Guaranty Co.* Supreme Court of Tennessee. 148 S. W. 671.

**Wrongful Delivery.**—A carrier's delivery of goods, consigned to shipper's order with draft on the purchaser attached, made to the purchaser without presentation of the B/L, is a conversion; and the failure of the consignor to recover the goods from the purchaser after such wrongful delivery would not relieve the carrier from liability for conversion.—*Louisville & N. R. Co. v. United States Fidelity & Guaranty Co.* Supreme Court of Tennessee. 148 S. W. 671.

**Construction of Contract.**—In response to defendant's letter offering to 'sell corn at a fixed price but not fixing time for shipment, plaintiffs wired: "Book 400 cracked corn. Shipment thirty days if possible." Defendant replied by wire: "Booked cracked corn." Held, that the telegrams constituted a contract by defendant to sell plaintiffs 400 sacks of cracked corn of the grade mentioned in the letter at the price mentioned therein on orders made within 30 days, but that plaintiffs could not call for shipment of any part of the 400 sacks after that time.—*E. T. Jennette & Co. v. City Hay & Grain Co.* Supreme Court of North Carolina. 73 S. E. 884.

**Compulsory Trackage Connections.**—The places and persons interested, the volume of business to be affected, and the saving in time and expense to the shipper, as against the cost and loss to the carrier, must be considered in determining the reasonableness of, and the public necessity for, an order of a state railroad commission requiring trackage connections at certain points between competing railway companies for the interchange of business, which is attacked as taking property without due process of law.—*State of Washington ex rel. Oregon Railroad & Navigation Co. v. H. A. Fairchild, John C. Lawrence and Jesse S. Jones, Railroad Commissioners of the State of Washington.* Supreme Court of the United States. 32 Sup. Ct. Rep. 535.

**Sale or Bailment.**—In replevin to recover wheat stored with an elevator company, evidence as to whether the company stored wheat for anybody or was engaged in the business of storing grain for anybody at any time was material upon the issue of whether the plaintiff sold his wheat to the elevator company, or merely stored it in the elevator. In such case, testimony of a witness as to what function the tickets given plaintiff when he stored the wheat were supposed to perform and what they were for was not incompetent as the conclusion of the witness, where the tickets were not storage receipts such as are required to be issued under Pol. Code, § 494.—*Anderson v. Farmers' Co-Operative Shipping & Elevator Co.* Supreme Court of South Dakota. 136 N. W. 1123.

**Arbitration Not Appraisement.**—Altho the terms "appraisement" and "arbitration" are sometimes used interchangeably and frequently without any clear difference in meaning, there is a plain distinction between the two; arbitrators being appointed to settle a controversy and being required to observe certain rules of procedure as in a judicial inquiry, or their award will be void, while appraisers are selected to prevent disputes from arising and, unless restricted by the agreement under which they are appointed, are not required to give notice of hearings, hear evidence, or receive the statements of the parties, but are expected to act on their own knowledge and investigation, and have a wide discretion as to their methods of procedure and sources of information.—*Seebree v. Board of Education.* Supreme Court of Illinois. 98 N. E. 930.

## Right to Extend Contract.

J. H. Shaw, of Enid, Okla., plaintiff, v. Wichita Mill & Elevator Co., of Wichita Falls, Tex., before the Tri-State Board of Appeals, on appeal from the Arbitration Com'te of the Texas Grain Dealers Ass'n.

On Jan. 19, 1912, thru telegraphic correspondence, J. H. Shaw sold to Wichita Mill & El. Co. one car No. 2 hard wheat, delivered group one at \$1.13 per bu, ten days shipment. We find that on Jan. 31, the Wichita Mill & El. Co. wrote J. H. Shaw: "If you have not shipped the car of wheat in accordance with the purchase you had better take the matter up with us before billing out," and J. H. Shaw received this letter Feb. 2, and also shipped the car of wheat on the same date, all of which was not within the life of the contract, and according to Rule 7 of Texas Grain Dealers Trade Rules, it remained in the power of the purchaser only to extend the contract, and inasmuch as the aforesaid J. H. Shaw had positive instructions if car had not been shipped as per purchase better not ship until he communicated with the Wichita Mill & El. Co. This we regard as sufficient notice to J. H. Shaw not to ship the car if not within contract time, and it was absolutely optional with Mill & Elevator Co. to extend the time of shipment, if car had not been shipped. We therefore decree that the Wichita Mill & Elevator Co. was acting truly within its rights in refusing the car. And we hold that the decision of the Arbitration Com'te of the Texas Grain Dealers be affirmed.

Mr. Shaw, a member of this Board, had agreed that this cause of action be tried before the other two members of the Tri-State Board. We also decree that the arbitration fee of \$10 be returned to Wichita Mill & Elevator Co., and that the expense of this arbitration be borne by the aforesaid plaintiff, J. H. Shaw.

L. G. BELEW,  
H. WORK,  
Committee Tri-State Board of Appeals.

## Rules at fob Points Govern.

J. C. Hunt Grain Co., of Wichita Falls, Tex., plaintiff, v. W. L. Perkins, of Oklahoma City, Okla., defendant, before the Tri-State Board of Appeals, on appeal from the Arbitration Com'te of the Oklahoma Grain Dealers Ass'n.

W. L. Perkins sold to J. C. Hunt Grain Co. one car of good, sound, dry snap corn during January at 59 cents fob. Hobart, grades and weights guaranteed within 2% at destination. The J. C. Hunt Grain Co. ordered the car shipped to Vernon, Tex. Perkins did not confirm this sale, but made the shipment in accordance with the contract as to time. On Jan. 26, J. C. Hunt Grain Co. wrote W. L. Perkins and advised him that the corn was somewhat in bad order, and that he (Hunt) would handle the car best he could unless he had contrary instructions from him (Perkins), and that he did not think there would be but a small loss, if any, on account of the grade. We find no authority given by Perkins to Hunt to handle the car of corn in this way. This sale was made fob Oklahoma, and therefore Oklahoma trade rules must apply in consideration of the merits of the aforesaid litigants.

We do not find from the evidence presented that there had been a sufficient volume of business between Hunt and Perkins, as per the contention of the J. C. Hunt Grain Co., where they forwarded the car from Vernon to another destination, in which a custom would be established that would warrant this Board in setting aside Rule 17 of the Oklahoma grain trade rules, and that the Hunt Grain Co. should have had authority from Perkins to handle the car of corn.

We hold that W. L. Perkins did guarantee the weights within 2% of invoice, and that he should be held to protect the Hunt Grain Co. as to loss in weight. And as the corn was invoiced at 35.285 pounds, and at destination sworn weights show that the car weighed 32.875 pounds, making a net loss of 1,710 pounds, or 23% bus., after allowing the 2%, 23% bus. at 59 cts. = \$13.95, which amount W. L. Perkins is ordered to pay to J. C. Hunt Grain Co., and that the deposit fee of \$10 made by J. C. Hunt Grain Co. be returned, and that the expense of this arbitration be charged to W. L. Perkins, from the fact that in the hearing by the Oklahoma Board the J. C. Hunt Grain Co. received no award, and we render in favor of the J. C. Hunt Grain Co. in this hearing.

J. H. SHAW,  
L. G. BELEW,  
H. WORK,  
Tri-State Board of Appeals.



## "Chicago Terms" Means Chicago Weights and Inspection.

The arbitration com'te of the Grain Dealers National Ass'n, composed of A. Gerstenberg, E. M. Wasmuth and E. A. Grubbs, in the case of W. R. McQuillan & Co. of Cincinnati, O., v. Armour Grain Co. of Chicago, on July 23 gave a decision in favor of defendant, denying \$150 damages for the alleged breach of contract.

Defendant had sold plaintiff 5,000 bus. corn at 81¼ cents per bushel delivered Cincinnati, to grade No. 3 white, on Chicago terms.

Certificates of the Illinois State Grain Inspection Dept. at Chicago were furnished showing the cars to grade No. 3 white; but samples said to have been taken from the same cars on arrival at Cincinnati were submitted to the Chicago inspection department and pronounced No. 4 white corn on account of being badly damaged. In deciding against plaintiff the arbitration com'te said:

The defendant performed his part of the contract when the loaded corn was inspected No. 3 white corn by the State of Illinois chief inspector of grain.

The claim by plaintiff that the corn graded No. 3 white corn when in cars in Chicago, then graded differently in Cincinnati, and then that samples of the corn were forwarded to Chicago, and placed in possession of the chief inspector of grain in Chicago, who classified the said samples as No. 4 white corn, should not sustain any claim against defendant, as defendant did not agree to furnish No. 3 white corn at Cincinnati based on Cincinnati inspection. The corn graded No. 3 white corn when loaded in Chicago, and if there was any objection to be made to the grade, it should have been made before the grain left the jurisdiction of the Chicago inspection department. Plaintiff did not file any objection when the grain was loaded, or before it left Chicago. Objections as to grade of grain can be made, and then final grading is either sustained or denied by the Com'te of Appeals, whose decision is final. This course the plaintiff could have followed; failure to do so was his risk.

Our conclusion is that the plaintiff has no claim against defendant; that defendant made a correct delivery on the contract, and that plaintiff should pay the cost of this arbitration.

## Railroad Weight Not More Reliable Than Buyer's Weight.

Leger Mill Co., of Altus, Okla., plaintiff v. Keel & Son of Gainesville, Tex., defendants, before the arbitration com'te of the Texas Grain Dealers Ass'n.

In November and December, 1910, plaintiff purchased from defendants five cars of corn, subject to destination weights and grades, and ordered same shipped to Altus, Okla. The confirmations of both parties agree, and it is clearly established that it was mutually agreed that destination weights and grades were to be protected by the defendants.

The corn was shipped in contract time and returns or account sales rendered, showing a shortage in weight, freight overcharge and debit for surplus shipped above contract, the whole amounting to \$117.49. This defendants declined to pay, claiming that the weights as determined by plaintiff at Altus were incorrect. The defendants also objected to a portion of the charges for freight, claiming that the freight should have been computed on the destination weights, and not on the R. R. weights.

The weights as rendered by Leger Mill Co. showed quite a loss compared with the invoice weights furnished by defendants and were also less than the R. R. weights, in one car being a little over 2,000 pounds, and in another a little over 3,000 pounds short. One car that was transferred by the railroad company, the defendants have agreed to stand the shortage, and file claim against the railroad company.

The Leger Mill Co. has made affidavit to the correctness of the weights at destination, and has shown that the railroad company refused to correct the freight to basis destination weights. The defendants have furnished no affidavit as to weights of the cars at shipping points. We do not think that the defendants have shown any error in the weighing of the cars at destination, for we are unwilling to accept the R. R. weights as being more reliable than the sworn weights furnished by plaintiff. We

decline to allow the interest claimed by plaintiff.

The contract calling for destination weights, it was the duty of defendants to protect the sworn weights at destination, and the contract being on delivered terms, the defendants should also protect the freight charged by the R. R. Co.

It is therefore ordered that Keel & Son promptly pay to Leger Mill Co., the sum of \$117.49, and the sec'y is directed to return the deposit fee of plaintiffs.

J. A. HUGHES,  
KENT BARBER,  
E. N. NOBLE,  
Com'te.

## Feedstuffs

The Tioga Mill & Elevator Co., Waverly, N. Y., has registered "Derby" as a trade-mark for its brand of stock feed.

The Central Milling Co., Muskogee, Okla., pleaded guilty to the information filed against it by the county attorney, charging adulteration of corn feed and other foodstuffs. A fine of \$50 was paid.

A major part of the \$52,172.25 revenue from state inspection of feed in Oklahoma is paid by feed producers outside the state, who ship their product into Oklahoma, the burden eventually falling on the consumer.

Oat hulls imported into the United States during the quarter ending March 31 amounted to 132,575.20 cwt., according to the quarterly report of O. P. Austin, chief of the Bureau of Statistics. The value of the importation totaled \$96,209, on which a duty was paid of 10c per cwt. amounting to \$13,257.52.

The National Alfalfa Millers' Ass'n held its annual convention in Kansas City, Mo., Aug. 12 and 13. Thirty delegates were present from Missouri, Kansas, Nebraska, Oklahoma, Montana, Colorado, New Mexico and Arizona. All declared the crop would be the biggest harvested in the five years of alfalfa history. The question of using alfalfa meal for human food was frowned on by the members of the Ass'n, who said alfalfa had found its greatest value as a mixer with grain. Bryan Haywood, Lamar, Colo., was re-elected pres. and C. W. Wright was re-elected sec'y of the Ass'n.

Terre Haute, Ind.—Several feed dealers in this city were recently cleverly swindled out of about \$100 worth of oats by an old and time worn method. M. C. Strole, Andy Miller, E. E. Dix and several others received phone calls, asking the price of oats, and after an argument in regard to the price of the grain, the person phoning gave the order, stipulating that the oats be sacked and delivered at a certain time to a barn, the address of which was different in each case. The oats were duly delivered and the lady of the house from whom the barn was rented, in each case gave the driver a check, saying that the man who rented the barn had left the check, as he would bring the horses the next morning and needed the feed at once. M. C. Strole delivered 20 bus. of oats and when his check was returned by the banks marked "no funds," reported the matter to the police, who found that the oats and the stranger who ordered them, had disappeared. E. E. Dix escaped because he found that he didn't have oats enough to fill the order, while Andy Miller's driver could not cash the check and Mr. Miller sent him back for the oats, which had been locked in a coal shed as the barn was unlocked.

## ALL ABOARD

for G. D. N. A. Meeting.

The Norfolk & Western Railway having been selected by the Directors of the Grain Dealers' National Association as the Official Route to Norfolk, Va., for the Sixteenth Annual Convention, October 1st, 2d and 3d, members and others who will attend are requested to communicate with Mr. H. G. Grant; T. P. A., N. & W. Ry., 308 Marquette Bldg., Chicago, Ill., who will be glad to give full information as to rates, etc., and make the Pullman reservations desired.

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# Patents Granted

**Malt Turning Implement.** No. 1,034,545. (See cut.) Max Weisenfeld, Munich, Germany. The device consists of a shovel and rigid handle, with a secondary shovel affixed with a hinge to the main shovel. A motor is adapted to cause the secondary shovel to vibrate.

**Seed Corn Hanger.** No. 1,035,019. (See cut.) Geo. A. Lang, Maurice, Ia. The device consists of a metallic rod, having a series of continuous zig-zag folds arranged edgewise in the same plane and terminating in a blunt end portion, with a suspension loop at its other end.

**Process of Treating Grain.** No. 1,036,243. Edward W. Hooker, St. Louis, Mo., one-half assigned to R. H. Kastor, St. Louis, Mo. The process of treating rolled oats, rice and like substances consists in subjecting them to the action of vapors of formaldehyde and then to the action of a hot air blast.

**Side Troughing-Roll for Belt Conveyors.** No. 1,035,322. (See cut.) Edward Cuddihy, Tooele, Utah. The device consists of a side troughing roll in combination with a conveyor belt, comprising a cylindrical body portion for the support of the side of the belt and a terminal conical flange or bead flaring outwardly for engaging the edge of the belt.

**Art of Treating and Drying Cereal Grains.** No. 1,035,839. (See cut.) Alexander P. Anderson, Chicago, Ill. The process of drying consists in tumbling the approximately moisture saturated grain in an airtight heated receptacle until steam is formed from the moisture in the grain, whereby a pressure develops within the receptacle, and then reducing the pressure to dry the grain down to the desired degree of moisture.

**Car Mover.** No. 1,035,966. (See cut.) Edgar W. Hoover and John A. Coleman, Danville, Ky. The device may be described as comprising a bifurcated movable jaw, adapted to be arranged upon a railroad track rail, a roller carried in one of the members of the bifurcation adapted to travel upon the rail. The other member of the bifurcation is adapted to engage a car wheel, furnishing means for moving the car forwardly step by step.

**Art of Treating Starch, and Product.** No. 1,035,837. (See cut.) Alexander P. Anderson, Chicago, Ill. The sub-process consists of heating and tumbling the comminuted material, containing about 15 to 25 per cent moisture, in a closed receptacle. Treat the comminuted material until adhesive nuclei are gathered up in pebble-like lumps thruout the material. Continue heating and tumbling until all of

the loose material has been gathered up. Reduce the pressure within the receptacle and subject the lump thus formed to the action of steam under pressure. Reduce the pressure suddenly and the lumps become puffed.

**Machine for Treating Weeviled Cereals.** No. 1,036,242. Edward W. Hooker, St. Louis, Mo., one-half assigned to R. H. Kastor, St. Louis, Mo. In the machine for treating cereals is a chamber with inlet and outlet for the cereal and means for causing the grain to move thru the chamber from inlet to outlet. A vaporizer is arranged to discharge into the chamber beneath the grain. Although there is an outlet for the vapor above the grain, controlled by the operator, the outlet and inlet is so arranged that none of the vapor can escape from the chamber. A device at the outlet subjects the grain to a hot blast after having passed thru the chamber.

**Feed Mixing Machine.** No. 1,035,288. (See cut.) Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co. The device consists of a mixing receptacle provided with a series of openings, a series of flights operating over these openings, a mixing compartment with a feed opening at one end and a discharge opening at the other end. A conveyor compartment extends below the openings in the mixing receptacle, a conveyor in the conveyor compartment, adapted to feed material to the feed opening of the mixing compartment, and combined feeding and mixing mechanism in the mixing compartment adapted to feed material from the feed opening to the discharge opening. In the mixing receptacle is a shaft with mixing flights, the latter having a free arm curved spirally to the shaft.

**Apparatus for Sorting and Cleaning Grain.** No. 1,036,014. (See cut.) Heinrich Seck, Dresden, Germany. The apparatus consists of a receptacle having an inclined bottom with converging sides, reducing the width of the bottom surface toward one end. Guided in the sides of the receptacle near its wider end is a vertically adjustable slide having openings near the bottom of the receptable, adapted to be increased or decreased by the adjusting of said slide and furnishing means for subjecting the receptacle to vibrations. Two slides, spaced apart, are disposed crosswise near one end of the receptacle, one slide being arranged so as to cause the heavier grains to be dammed up and the other slide being arranged to control the amount of the heavier grains being discharged from said receptacle, each slide being provided with openings and means for subjecting the receptacle to vibrations.

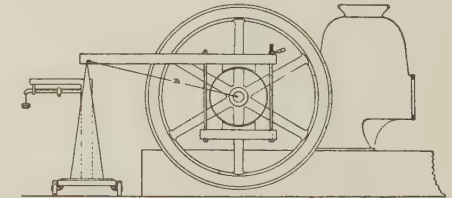
**Bean Separator.** No. 1,034,931. (See cut.) Thomas Ruiz, Oxnard, Cal. The device consists of separator, comprising a rotating screen with slatted sections, a bar extending longitudinally thru said sections. Depressing wheels are mounted thereon and adapted to engage the slats, and a spring beam mounted next to the

screen and carrying the bar normally forces the rollers upon the slats to depress and separate them. The lower floor of the casing of the machine is inclined from one end to the other and baffle plates extend transversely of the floor, the casing having discharge openings adjacent to one end of each baffle plate. A sectional screen is carried on the longitudinal shaft, the sections of the screen being so adapted to extend approximately from one baffle plate to the other, whereby the materials are permitted to pass thru each screen section and be caught and then diverted by the baffle plate below.

**Sack Holder.** No. 1,036,225. (See cut.) Charles J. Hall, Rosalia, Wash. The sack holding device is in combination with a hopper having a pair of discharging throats and means for cutting off the flow thru one of the said throats as the other feeds out. A supporting member for each side of the hopper extends the full width of the two discharging throats, with bracket bearings on each side of the supports. Further, a pair of rock shafts for each side of the hopper in longitudinal alignment and journaled in the brackets, furnishes means for each of the shafts to continuously rock the shafts in one direction, the shafts carrying sack holding prongs. A crank arm extends on the outer end of the shafts with a lever fulcrumed between its ends on each end of the hopper. A link is connected to each of the crank arms, each adjacent pair of links being pivotally joined with the levers at their respective ends of the hopper, and one at each side of the fulcrum of the respective levers.

## Testing Engines for Horse Power.

One can easily find out the exact horse power of his engine by using the device illustrated herewith. Use good stout 4x4 inch lumber, the two bolts shown and an ordinary platform scale. The horizontal brake beam must be short and strong enough not to bend or break under the test. Length B is not arbitrary.



Power Testing Brake.

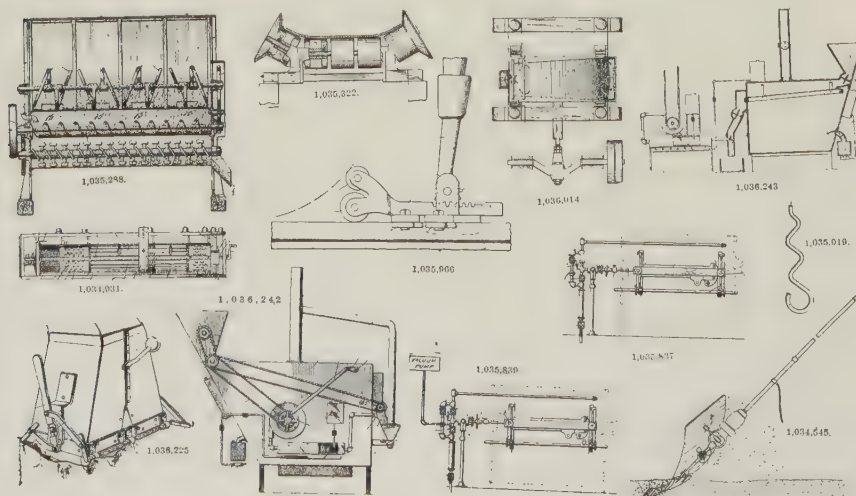
Before beginning the test ascertain that the engine is running at its normal speed and under favorable conditions to get steady power.

Multiply the number of revolutions per minute at which the engine pulley is running by the number of feet in a circle of the diameter represented by twice the measurement B; and multiply this result by the net pounds lifted on the scale, when the two nuts on the top ends of the two bolts have been screwed down so as to put on the brake (upon the engine pulley) as hard as the engine will pull without reducing the speed. This tightening of the clamp proceeds while the engine is running. Divide the result by 33,000 and the quotient will equal the actual horse power of the machine.

To illustrate: Assume the length of B is four feet. Therefore the circumference of a circle with B as the radius would be two times B, times 3.1416. Supposing the engine pulley is running 200 revolutions a minute and the lift on the scale is 100 pounds, then  $2 \times B \times 3.1416 = 25.1328$  ft.  $25.1328 \times 200 \times 100 = 157,33$  actual h. p.

33,000

This method of testing for actual power developed is applicable to gas or gasoline engines, steam engines, windmills or electric motors.





## Supply Trade

Minneapolis, Minn.—John H. Herrick, an old time machinery dealer of this city, died Aug. 8th, aged 70 years.

Brooklyn, N. Y.—The sales and accounting offices of the American Mfg. Co. are now located in its office and warehouse building adjoining its Green-point Mills.

Springfield, O.—Steam engines do not go with grain elevator men any more. They prefer gasoline engines. The steam engine business is gradually dying out.—Jas. Leffel & Co.

Cicero, Ill.—W. H. Wenholz has moved his office to Springfield, Ill., where he can give his personal attention to the erection of the new 75,000 bu. elevator for the Central Illinois Grain Co., at Springfield.

Buffalo, N. Y.—Mr. Bishop, recently of the Howe Scale Co., is now connected with the Buffalo Scale Co. He was succeeded in his previous position by Mr. Vogel, who has been in the service of the Howe Scale Co. for a number of years.

Like any sort of writing that is worth anything, good advertisements are inspirations—and inspirations can only come from intelligent and exhausting study of the matter in hand.—*Mahin's Messenger*.

Mishawaka, Ind.—The 6th annual outing of employees of the Dodge Mfg. Co. was held Aug. 22d at Springbrook Park, South Bend. An interesting program of sporting events, vaudeville and many other things had been arranged and made the day a merry one.

Of considerable interest to machinery makers should be the booklet giving "The Gist of the Supreme Court Decisions in the Dick Patent Case and of the Proposed Patent Law Amendments," written by G. H. Montague of the New York Bar, published by the Engineering Magazine Co.

Columbus, O.—The Columbus Machine & Tool Co., recently incorporated with capital stock of \$500,000, has purchased the entire business of the Columbus Machine Co., and the Vulcan Furnace Co., Warren O. Contract for a new plant, to be located in Columbus, has been let, for the manufacture of gas, gasoline and oil engines up to 600 h. p.

Chicago, Ill.—The Imperial Belting Co. is putting out a belt called Anti-Sulphur Belting, designed especially to meet the wants of elevator men operating bleachers, as the sulphur fumes do not injure it. The manufacturer states that this belt possesses an organic base, and is thoroly impregnated with a compound which is impervious to the action of the sulphur fumes, so sulphured oats can be handled on the belt without fear of its injury.

Chicago, Ill.—Among recent sales to the grain and milling trade of Salisbury R. F. & C. solid woven rubber belt, by W. H. Salisbury & Co., are 1,300 ft. of 40 in. to Washburn, Crosby & Co., 1,730 ft. of varying size to Itaska Elevtr. Co., Itaska, Wis., 1,400 ft. to the Colorado Mfg. & Elevtr. Co., Denver. An instance of the remarkable wearing qualities of the R. F. & C. belt is the recent replacing of a belt with another of the same kind, after it had conveyed and elevated more than two and one-half million barrels of hot cement.

Peoria, Ill.—O. P. Hiatt, a grain elevator contractor, who recently became a bankrupt, entertains the idea that he can pay off his indebtedness of \$11,000 in a year. At a meeting of his creditors he offered to give his notes for the full amount of claims, redeemable in one year, and the property which he now has been turned over to one in trust for the benefit of the creditors. The proposition was favorably considered and an order to that effect will be entered by the referee.

### New Plant of the Barnard & Leas Mfg. Co.

Work on the new plant of Barnard & Leas Mfg. Co. is progressing rapidly and the company hopes to occupy it and have the machinery in full operation by Jan. 1st, 1913.

No effort or expense has been spared to have this plant absolutely up-to-date in every particular. All the latest improvements in factory construction are embodied in the plans. All buildings are being built of reinforced concrete and steel and are absolutely fireproof. The lighting system is the best that can be devised and the latest ventilation plan is used. Every device for facilitating the manufacture of its products and insuring promptness of delivery is being installed.

The new plant occupies much more space than the old, owing to its greatly increased capacity. The machine shop has dimensions of 150x140 ft. It is one story in height with saw tooth roof construction which permits of the maximum of light. It is equipped with traveling cranes and every device for facilitating the work. All the machine tools are new and of the latest pattern. Nothing is left that was used in the old plant.

The large reinforced concrete wood mill and erecting shop occupies the ground formerly taken by the old plant and measures 150x220 ft.; 60x150 ft. of this is two stories in height with provision made for a third later on. In fact the entire plant is made with a view to future extensions. The remainder of this building is one story with roof construction similar to the machine shop. Most of the shipping, all the erecting of machines and all the wood working machinery are located in this building. Everything in it is modern and of a type demonstrated to be the best for the purpose.

All the machinery in the plant is driven by electricity from individual or group motors and provision is made for installing a generating plant if necessary.

The heating is done by steam, which is generated by a battery of boilers located in a central plant.

Automatic sprinklers are also installed throughout the plant for fire protection.

When completed Barnard & Leas Mfg. Co. will have a plant second to none. One which will enable it to handle its greatly increasing business in a manner most satisfactory to customers and its managers.

Arbitration would be accepted by many dealers if the differences were to be settled on the principles of equity and law, placing the burden of loss on the party who caused the dispute to arise. Compromise or "splitting the difference" is not worthy the name of arbitration, and is not fair to the party who has been conducting his dealings according to the recognized rules of the business world. Such compromise means that by agreeing to arbitrate he is willing to surrender half his just due.



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## Sample Envelopes

Non-Sifting

Designed especially for mailing samples of  
grain and seed. Specimens Free.

TULLAR ENVELOPE CO.  
67 Larned St. Detroit, Mich.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

## GRAIN DEALERS JOURNAL

La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

## Grain Dealers Journal

La Salle St. Chicago, Ill.



## A Fair Exchange Is No Robbery.

City banks have long charged freely for the collection of out-of-town checks, in the hope of discouraging their use, and now country banks, aping their big city brothers, are charging liberally for the collection of drafts for out-of-town patrons, with the result that the expense of transferring credits is greatly and unnecessarily increased to the public.

Many large firms have long since stopped accepting local checks in payment for anything. They simply insist upon having bank drafts or nothing. The latest company to take a stand against the payment of such exchange is the Millers National Insurance Co., which has recently issued a protest and notice under the above head. From it we quote the following:

This old saying has done truthful service for many a year, and now, using one of its words in a double sense, we want to show how Unfair Exchange is costing this company \$5.00 per day; \$125.00 per month; over \$1,500.00 a year, or a sum which in ten years will pay three \$5,000.00 total losses.

This sum which in the brief business life of an individual amounts to a comfortable fortune is paid as "Exchange" for the collection of premiums and assessments from such of our policy holders as do not remit in funds current in Chicago, or in paying drafts, ignore the demand for exchange and allow their banks to remit, less collection charges.

If the charge made by banks for this service was uniform and the cost of collection everywhere the same, and all policy holders remitted by personal check or were drawn upon through banks, there would be no inequity in making the cost of collection an item of general expense to be borne by all, but as none of these conditions actually prevail, there is a manifest injustice which in all fairness demands correction, in the interest of mutuality and sound business economy.

The cost of collection ranges from 10 cents to as high as 50 cents for items up to \$100.00, the average being about 25 cents, and the cost is increasing and the demands of country bankers constantly becoming more arbitrary and exacting.

Many of our policy holders remit in current funds or pay drafts without deduction for exchange; many more who do not, could, very likely, upon application, make arrangements with their local banks to get their exchange for nothing, or at half the cost we are charged for the service.

At all events, to be fair and just to those who do or can pay in full with or without expense to themselves, it seems only right and proper that all should be put on the same basis by accepting nothing less than full payment from anybody hereafter.

Therefore, from and after the receipt of his notice, any remittance, whether by personal check direct or through bank collection which does not net the face of the bill for which it pays, will be credited at current value here and the difference charged to account and added to next assessment.

## Books Received

**ELECTION ARGUMENT SETTLER** is the title of a book of election information being sent out from his elevators by B. B. Minor, to farmer patrons. It also contains many memorandum pages for additional information, and no doubt will be perused with much interest by all excepting the leaders of the Progressive party, who are omitted.

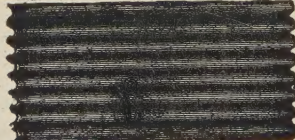
**KING'S OFFICIAL ROUTE GUIDE** is an excellent road guide for motorists. The book is complete with routes to and from all the principal cities in Wisconsin, Illinois, Indiana, Michigan, Ohio, N. W. Pennsylvania, New York and Province of Ontario, Can. Accurate maps, scattered throughout the volume, assist the reader in picking a route. Flexible cloth, \$2.00. Flexible leather, \$2.50. Size of book 9½x5½; 1,375 pages. Sidney J. King, Chicago.

**ANNUAL REPORT OF THE STATE BOARD OF AGRICULTURE** of Missouri includes the work of the state veterinarian, state highway engineer, state dairy commissioner and state apiary inspector. The report has a distinct educational value as it gives authoritative articles on the growing of "Winter Wheat and Oats," by J. C. Hackleman of the Department of Agronomy, University of Missouri, the "Missouri Crop Review for 1911," by W. L. Nelson, ass't sec'y of the state board, an excellent article on "Cowpeas and Soy Beans," by G. W. Williams, Humansville, Mo., and an interesting and instructive monograph, illustrated, on the "Selection and Care of Seed Corn." 525 pages, indexed; cloth. Missouri State Board of Agriculture, Columbia, Mo.

**SCARBOROUGH'S ROAD MAP AND MOTOR GUIDE** is an excellent guide for motorists intending to tour any part of the country. Complete information regarding routes, condition of roads, towns with hotel and garage accommodations, and in fact everything a motorist should know, is given in these guides, a volume being devoted to each state. The books are bound in heavy paper, size 5x9 inches, and contain approximately 550 pages, with exceptionally good being cut into five cross sections. The result is, that each section is shown clearly and may be read easily by the motorist on the road. The Scarborough Co., Indianapolis, Ind. Net, \$1.

The biggest wheat yield yet recorded this season in Kansas has been made by O. B. Riley, a Clark County farmer, who reports a yield of 57 bus. and 3 pecks per acre on a tract of eight acres.

## GALVANIZED CORRUGATED Steel Siding, Roofing, Fireproof Window Frames, Sashes, &amp;c



**SYKES Steel Roofing Company, Chicago, Ill.**  
Sheet Metal Contractors, Makers of Fireproof Windows  
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual Fire Insurance Company in America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

Organized 1902

## Tri-State Mutual Grain Dealers Fire Ins. Co.

Incorporated. Licensed in South Dakota.

LIVERNE, MINN.

Our members have reduced their insurance cost over 50% in ten years. Statement sent on request.

E. H. MORELAND, Sec.

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B. P. ST. JOHN, Treas.

ORGANIZED 1883

## The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, Mo.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

## Reduce Your Fire Insurance

The decrease in rate soon pays for the Automatic Hot Journal Alarm System

Installed in 75 Terminal Elevators

Western Fire Appliance Works  
542 S. Dearborn St., Chicago, Ill.

## BEATS THE BARREL!

Do away with the costly, dirty and cumbersome task of maintaining the "Leaky barrel" fire extinguisher.

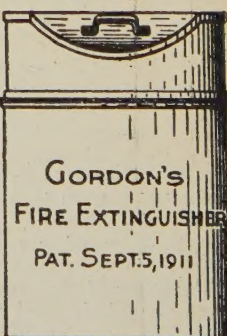
Use a

**Gordon's**  
FIRE EXTINGUISHER

Barrels leak, smell and rot and are a continuous worry and expense to the user.

The first cost of a Gordon Fire Extinguisher is the last cost. Cannot leak, foul, freeze and is always reliable and effective. Write

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FIRE EXTINGUISHER  
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Salt Water Barrels and Pails for  
**FIRE PROTECTION**  
have saved millions of dollars

BUT

they freeze, smell bad, leak, burst, evaporate and need filling often, and pails are carried away.

## WHY NOT

get rid of all this trouble.

## OUR PROTECTION TANKS

don't freeze, don't smell bad, don't leak, rarely need filling, pails always in place inside. Last for years and cost but little more than barrels. Ask your insurance company. They prefer them.

Made of 22 gage galvanized iron, complete with pails and non-freezing compound.

Two Sizes. Let us quote you prices.

CENTRAL FIRE APPLIANCE CO., PEORIA, ILL.



# Fire Insurance Companies



## Our Cost Per \$1,000 Per Month

is so low that you cannot afford to close your elevator at night until you have wired us to protect your grain to its full cash market value.

To be relieved of worry, that is to feel that should you have a fire your money invested would not be lost, is worth more than the low price we ask for protection under our short term mutual grain certificates.

If you haven't our quotation let us know. It costs you nothing, but will save you much.

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INSURE WITH THE

## Michigan Millers Mutual Fire Insurance Co.

of LANSING, MICH.

And get, without extra cost, the benefit of their Scientific Inspections of your plant, embracing

**Common Hazards, Mechanical Hazards,  
Electrical Hazards.**

Members of Mutual Fire Prevention Bureau.

ORGANIZED 1878

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

**Insurance in force - \$15,104,436.83**  
**Cash Surplus - - 353,034.68**

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# Build that new elevator—

to reduce not increase insurance cost  
**BUILD IT RIGHT**

Write today for full instructions

## After the elevator is completed

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## MILLERS NATIONAL INSURANCE CO.

LOSSES PAID, \$7,673,329.60 GROSS CASH ASSETS, \$1,703,365.33 NET CASH SURPLUS, \$1,013,587.24

**COSTS LESS THAN 50% OF BASIS RATES**

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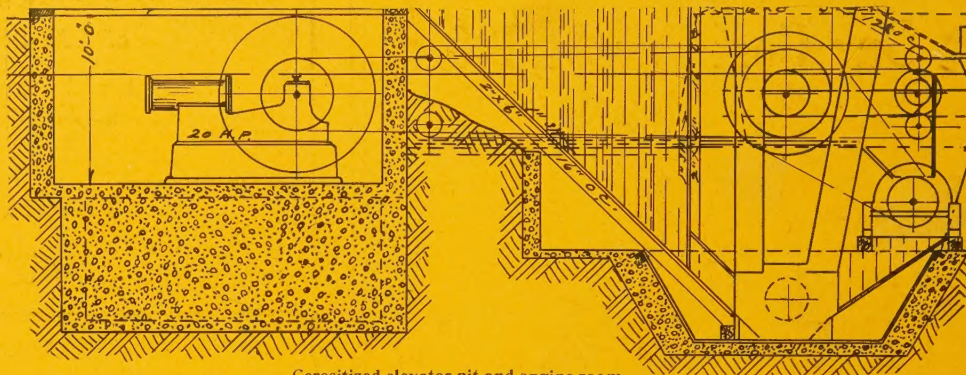
# A Ceresit Waterproofed Concrete Scale or Elevator Pit or Basement

is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator, on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

Ceresit is a white, creamy paste, mixed with the water used in tempering the concrete or cement.

¶ Ceresit has been tried and has proven itself absolute, permanent and nominal in cost in water and dampness protection in concrete. ¶ Ceresit increases density of concrete, but does not alter color or lessen strength. ¶ Old pits, floors and walls can be made waterproof by applying a cement mortar coating waterproofed with Ceresit on inside floors or walls. ¶ Ceresit is the best waterproof known. Ceresit fulfills all claims. ¶ Everything explained fully in "How to Make Concrete and Cement Waterproof." Let us send this book today—free.



Ceresitized elevator pit and engine room.

**"Ceresit"**  
Waterproofing

**Ceresit Waterproofing Co.**

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**WELLER-MADE**

## Car Loaders —ALL STYLES

Weller Flexible Car Loading Spouts have chain connections and open and close as shown. If you want them with link connections we can furnish those too.

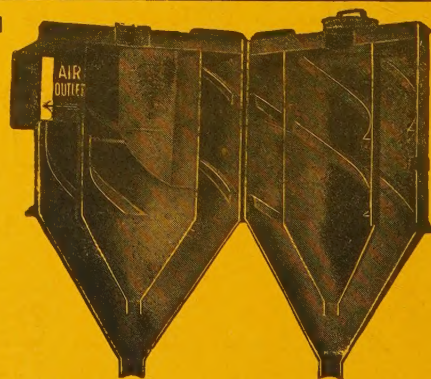
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CHICAGO



Your dust saved "DAY-LY"  
Will daily save your "DUST"



**Mr. Elevator Or Mill Owner**

You cannot afford to be without a dust collecting system. Think of the risk you are taking, loss of life, loss of money and business, for the small cost of the installation of an absolute preventive, the

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Superior to all. More and better work. Storm and spark proof. "Day-ly" Efficiency. Let us send you particulars.

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